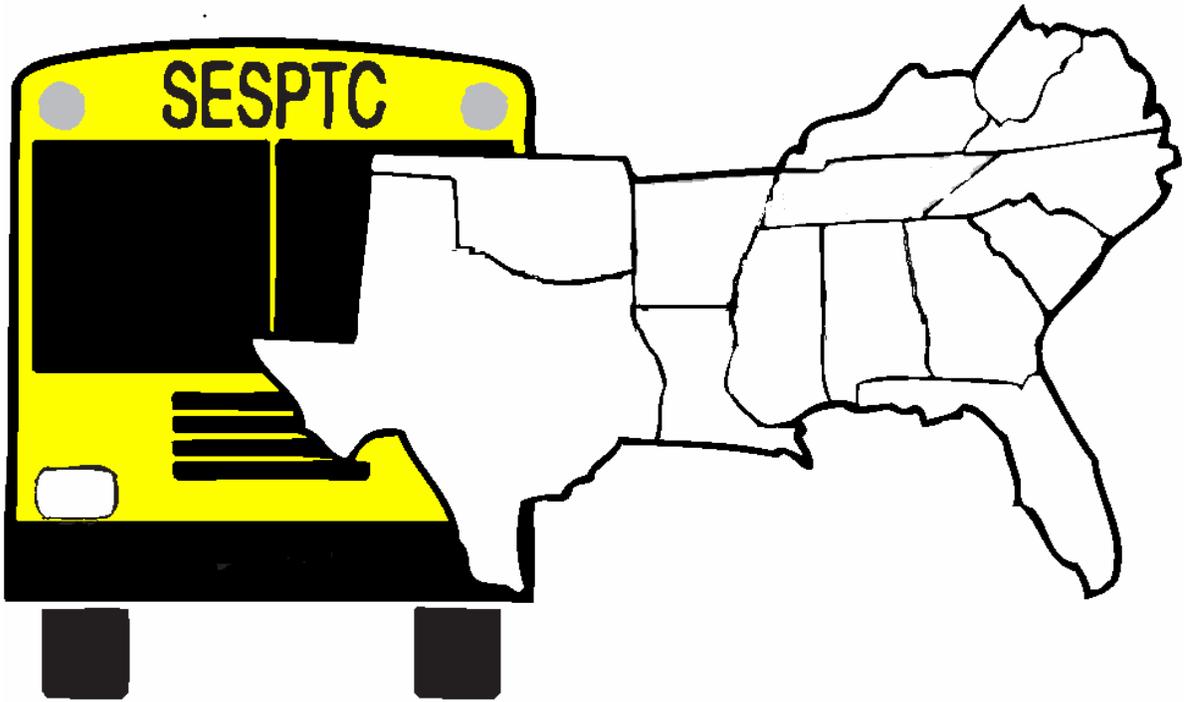


HISTORY
OF
SOUTHEASTERN STATES
PUPIL TRANSPORTATION
CONFERENCE



2006

FOREWORD

The purpose of this publication is threefold. To identify the membership of the Southeastern States Pupil Transportation Conference, Inc; to provide an official record of the accomplishment of its members; and to disseminate information on its various conferences to all parties interested in upgrading the quality of pupil transportation service.

The Conference has, since its inception, taken an active interest in all aspects of program service including pupil safety, program efficiency and operational economy. The members have assumed leadership roles of national significance and are largely responsible for many of the major innovations achieved in both school bus construction and operational procedures.

Appreciation is hereby expressed to the leadership, both past and present, for the tireless efforts that have been made to upgrade program service. Thanks to the individual and collective contributions of its membership and supporters in industry, the Conference started out strong, has continued to be strong and is definitely getting stronger by the year. Its future is as unlimited as the challenges it faces. A special tribute is extended to Dr. Ernest Farmer and Mr. R. A. "Buster" Bynum for their untiring efforts devoted to the preparation of this publication, even during their years of retirement.

Compiled and Edited by

Charles H. Keenan, West Virginia, 1976 J. L. Eidson, Arkansas, 1977 Ernest Farmer, Tennessee, 1986 & 1996, Ben Shew, West Virginia and Jaime Gallego, Texas, 2006

Our Origin and History Southeastern States Pupil Transportation Conference

1976 Edition

The Southeastern States Pupil Transportation Association grew out of a suggestion made at the 1948 National School Bus Conference. It was proposed that group meetings by geographical areas be held by those attending the national conference. The southeastern group met at the time suggested and decided the idea was a good one.

An organizational meeting was held with C. C. Brown, Director, Division of Transportation, State Board of Education of North Carolina, being elected chairman. J. Pope Baird, Director of Transportation Services for Florida, served as, in his words a "kind of self appointed program chairman" and secretary to record the minutes.

Little was done about getting together until 1951, when, through the effort and assistance of Mr. Baird, the group met at the old Princess Isena Hotel in Daytona Beach, Florida. Mr. Brown, elected in 1948, continued as an officer through 1953. The first formal meeting was welcomed to Florida by George W. Marks, Superintendent of Volusia County Schools, who at the time had the longest span of continuous service as a county superintendent of anyone in the State of Florida. Dr. R.L. Johns, Professor of Educational Administration at the University of Florida and former Director of Administration and Finance with the Alabama Department of Education, spoke to the group on financing a school transportation program.

At the first conference, it seemed desirable to affiliate with a "going organization," and the Southern States Work Conference appeared to be a likely agency in that transportation had been studied by that conference in 1940 and 1941. It was learned, however, that even though the Southern States Work Conference was organized to study problem areas of the schools, their charter did not provide for affiliates. So it was decided to continue the Transportation Conference "on its own."

The Southern States Work Conference had included the thirteen southern and Border States and the Transportation Conference was thought of as including the same area.

Mr. Ray Wimbish of Virginia and Mr. John Vickers of Kentucky, both of whom later served as chairmen, brought their wives to the Daytona meeting. In fact, Mr. Vickers had his entire family with him, and this may have been the beginning of the "family conference" it has grown to be. Perley A. Thomas Car Works, High Point, North Carolina, had a representative at the meeting and sponsored an enjoyable trip to "Marine land" as an outing.

C. C. Brown invited the group to meet in Greensboro, North Carolina, the second year. The second conference seemed to set the pattern for future conferences "family affairs" with lots of work and some recreation. The conference continued its gradual evolvement under the leadership of T. Wesley Pickel of Tennessee, O. P. Richardson of Alabama, and T. H. Naylor of Mississippi, as an informal conference, with no dues being collected. As far as could be determined from records to 1968, there had never been a constitution or written by-laws, although such had been suggested.

The main purpose of the conference has been to serve as a vehicle for the dissemination of information on transportation operations. Much of the progress made, doubtless, has been due to the tireless effort exerted by those who have served annually as secretary and program chairman from the initial organization to the present time. For through their efforts avenues of communication have been cleared for numerous persons of several states on many aspects of pupil transportation.

It is apparent, both regionally and nationally, the conferences have had significant influence in the field of pupil transportation over the years. Many study groups have been able to present recommendations to the national conference through the interest and effort of dedicated men of the Southeastern Association. Dr. E. Glen Featherston of the U. S. Office of Education and formerly

Transportation Specialist of that office, worked diligently with the Association. Although he did not have direct responsibility for this phase of the educational program, for years he maintained a deep interest and attended regularly. A request that the 1954 National School Bus Conference be held originated in the Association, as have many changes and refinements in school bus standards.

During the years the Interim Committee of the National School Bus Conference has been in existence, the chairman has been from the association. This group has afforded itself the opportunity of exchange and interchange of ideas regarding not only policy, but multitudes of practices and procedures. It is noteworthy that in his keynote address at the 1967 conference, Dr. Robert M. Isenberg, Director of Rural Education and Executive Secretary, Transportation Section, National Education Association, said: "Much of the nation's leadership and gains in pupil transportation came out of the Southeast."

During 1968, the challenges of the times in pupil transportation were met courageously. The Program Committee worked vigorously in the development of a convention program and more enthusiasm and high interest was evident at the conference: Perhaps the exhilarant atmosphere of Virginia's seacoast, the site of the conference, contributed to the spirit that prevailed. Significant contributions were made in 1968 by a representative of the U.S. Office of Educational Opportunities Program and by representatives of the State of Georgia. Mr. William

Pergande of the Regional Office in Atlanta pointed out the fact the elimination of the dual school system via desegregation created major problems in the field of pupil transportation. He stated that his department was ready and willing to help meet the challenges and emphasized that the safety of the children was the number one consideration. Georgia's demonstration of multi-media training for school bus drivers, using the Drivocator System, proved to be a very interesting method of capturing the attention and interest of school bus drivers.

Other aspects of pupil transportation problems completed a well rounded program and the Conference adjourned with bright hope for continued improvements in the pupil transportation field.

Fast-evolving innovations in the field of pupil transportation were reflected in the year 1969. Meeting in New Orleans, new techniques in selection and retention of bus drivers, safety records analysis, benefits of two-way radios in buses, and instructional uses of buses were among the topics explored.

Going beyond the traditional interest in pupil safety, Dr. Ernest Farmer of Nashville, Tennessee, emphasized that accident records, properly utilized, were valuable instruments in planning future safety precautions. At a later session, the relationship between planning the location of school sites and subsequent safety hazards for bussed children was pointed out by George Harris, Transportation Supervisor for the county board of education in Montgomery, Alabama.

Attention also was focused in New Orleans upon federal regulations proposed in the pupil transportation field. At this session, significantly, the first announcement of a proposed national conference on school transportation was made by J. Pope Baird. The conference was tentatively scheduled for early 1970. his conference also included an examination by Chris Kope of the Ford Motor Company on the evolvement of the small school bus. At the time, only Florida had developed specifications and guidelines for small bus usage.

The year 1970 was a landmark year in many respects. Not only did it include the twentieth annual conference of the association, but also it made manifest the expanded scope and dynamic nature of the organization over two decades. Meeting in Biloxi, Mississippi, the conferees heard a summary report of the 1970 National Conference events and, in an appropriate departure from intensive efforts in many areas of school pupil transportation, recognized the contributions of Dr. E. Glen Featherston of the U.S. Office of Education to the field. A soon-to-retire long-time worker in the field, Dr. Featherston was acclaimed by his peers in an extraordinary commendation for being "the individual who has made the greatest contribution to pupil transportation over the past quarter of a century." Prior to receiving the commendation, Dr. Featherston urged the membership to keep the Association of State Directors of Pupil Transportation Services a strong and independent force for continued improvement in the field. Noting that one of the perceived weaknesses of the organization was its failure to be self-supporting, Dr. Featherston proposed that the Association should be sponsored and financed by the Association of Chief

School Officers. He also urged state departments of education to concentrate their efforts on school transportation rather than in other fields of youth transportation. In his view, the future standards in school transportation must, by necessity, be research-based, and staunchly advocated by transportation officials.

Charleston, South Carolina was the site for the 1971 sessions of the Association and the modern approach to the problems of the professionals in the field was reflected in the topic theme of the first session: "School Bus Driver Training - Three Years of Multi-Media." Many of the conferees remarked that the streamlined approaches which were commonplace and efficiently utilized would have been unheard-of only a decade earlier. Nevertheless, there was equal emphasis in evidence on the down-to-earth basics of the field driver selection and supervision, vandalism, maintenance, loading zones, to name only a few.

Evaluation of district-wide transportation systems was presented in a model outlined by Louis Alexander of North Carolina. In addition, the problems of maintaining improved school bus standards and the results of transportation studies made by the school transportation section of the National Safety Council also were presented for examination.

The organization's position on the usage of modern technology to improve pupil bus services was evident in the Twenty-Second Annual Conference in 1972. Meeting in July in Huntsville, Alabama, the Age of Computers as related to transportation received considerable exploration. Dr. Carl Spivey of Kentucky discussed the possibilities of benefits for pupil transportation via computers and Dr. Donald J. Scults of the Boeing Computer Service examined how computer scheduling of school buses saves money.

The 1972 Conference also focused attention on the National Safety Council's contribution to pupil transportation and received a progress report from the National Association of State Directors of Pupil Transportation Services. Compliance of the various states with more rigid standards promulgated by various agencies including the National Highway Traffic Safety Administration received the bulk of attention at the 1973 conference in Austin, Texas. Sometimes called "The Highway Standard #17" meeting, due to the considerable attention given this section, the professionals from the member states detailed the measures accomplished to upgrade school bus safety features. Suffice it to say, the roll call of the states reporting the progress made in the general area of school transportation standards was impressive. Not only in bus driver selection and additional safety features on vehicles, but also the dramatic beefing-up of administration and supervision, bus construction and maintenance, operation and inspection and data collection systems were well in evidence. Members also were presented with an important symposium on certification of school buses with a progress report of the forty-four state compact, the Vehicle Safety Commission created by congressional resolution.

The Twenty-Fourth Annual Conference in 1974 in Orlando, Florida, was attended by more than 180 persons and, as its president; Earl Wright called attention to the fact that only eight persons had met in Daytona, Florida, when the Association was organized in 1950. The growth from such humble beginnings, it was noted, did not reflect the tremendous influence the organization has acquired in its field over the years.

J. Pope Baird recalled that the Southeastern Conference actually got its start when Charles Brown was appointed chairman as a result of a suggestion made at the 1948 Jackson's Mill National Standards Conference pertaining to regional meetings.

The 1974 meeting was conducted in the tense atmosphere of the national energy crisis of the day caused by international oil embargos and other political and economic factors. Transportation professionals, keenly aware of the possible impact upon school transportation when schools re-opened in the fall, listened intently to Fred Singleton of the Federal Energy Office in Atlanta, whose timely topic was: "Federal Fuel Allocation Programs and Their Impact on School Bus Operations." In order to assess the fuel crisis picture, each state represented at the Conference was invited to report on the effects and results of the fuel crisis in their state.

At Pipestem, West Virginia, in 1975, the Silver Anniversary of the Southeastern States Pupil Transportation Conference found the assembled professionals taking a long look ahead at the state of the field. "What's On the Horizon for Pupil Transportation?" was examined from the viewpoints of local directors, industry and state directors. After a welcoming address by West Virginia's Superintendent of Schools, Dr. Daniel B. Taylor, the horizon-scanners who spoke included Paul T. Stewart, Transportation Director for Kanawha County Schools, John Thomas of Thomas Built Buses, Inc., and Louis Yandell, Pupil Transportation Director for the Commonwealth of Kentucky. A presentation on the tachograph safety device was made by James E. Smith of Engles and Sangamo. The tachograph was described as a "recording speedometer" which produces a graphic record of all school bus operations from the time the ignition key is turned on until the close of the day's activities. It was at this conference that the Bicentennial Year Conference was scheduled for the State of Arkansas. It was fitting, perhaps, that the Association marked the Bicentennial as a hale and vigorous organization still dedicated to the health, safety and welfare of the millions of school children whose education is largely dependent upon the nation's school buses.
Charles H. Keenan, Historian, 1976

The 1976 annual conference met at Dogpatch, Arkansas, July 11 through 14. Mr. A. W. Ford, Arkansas' Commissioner of Education, gave the welcome address which was timely and informative. It was received with much interest and enthusiasm by those assembled. The conference enjoyed its largest group in attendance of any meeting to date.

Mr. David H. Soule, Pupil Transportation Specialist, NHTSA, addressed the conference on the subject, "To What Extent Will States be Held Accountable for Compliance with the Provisions of Standard 17 by September, 1977". School Bus Driver Training Programs - was discussed by Ed Kramer, the Governor's Safety Coordinator for Arkansas and Earl Wright, Pupil Transportation Director of Florida.

At the Third General Session, we had a very informative and interesting discussion of "FMVSS Implications for State and Local School Systems". The leaders were: William F. Tillett, Engineer, North Carolina Board of Education; Wayne Durham, Design Engineer, GMC Truck and Coach Company; Jay S. Nowak, Ford Motor Company; B.L. Wilson, International Harvester Company; Paul Jones, Kentucky Department of Education; E.M. Ryan, Ward School Bus Manufacturer; and Dick Verheul, Carpenter Body Works.

Pupil Safety and Discipline was discussed by Dr. Ernest Farmer from Tennessee. The Driver's Role in School Bus Safety was discussed by Paul S. Guflietta from Ryder Truck Rental, Inc.

J. L. Edison, Historian, 1977

1986 Edition

The Association established an admirable track record during its first twenty-six years of service. Its members have earned the respect of transportation officials in all parts of the country and their influence has been felt in many parts of the world. Most state directors, affiliated with the Association for as many as ten years, have served at least one term as president of the National Association of State Directors of Pupil Transportation Services (NASDPTS), at least two have served as president of the prestigious National Association for Pupil Transportation (NAPT), many others have completed terms as chairman of the Pupil Transportation Section, National Safety Council and, the records will confirm, that most of the major leadership roles in the National Minimum Standards Conferences have been assigned to its members.

The future of the Conference is equally as promising. As its members retire, their replacements quickly take up the slack and as each conference re-convenes, many of its former members can be seen in one or more of the many sessions. The Southeastern States is a great organization of professionals with interest in pupil transportation. It got that way because of its members, both past and present, and it will stay that way for the same reason. As the saying goes: Some things are known to get better with age; so it is with the Southeastern States Pupil Transportation Conference, Inc. The following proceedings of its Conference during the past decade will more than adequately attest to the validity of this assumption.

The 1977 annual conference met in Lexington, Kentucky at the Campbell House Inn. James Graham, Superintendent of Public Instruction for the State of Kentucky, gave the welcoming address which was most inspiring and informative. He was followed by David H. Soule, the Pupil Transportation Specialist in the National Highway Traffic Safety Administration, who discussed the updating of National Safety Program Standard 17. His very informative and interesting discussion closed the First General Session of the Conference.

The afternoon session was highlighted by the discussions of Bill Shore, Society of Professional Drivers and Paul T. Stewart (West Virginia). Shore gave an informative presentation on "Professionalizing your School Bus Drivers." Stewart followed with a discussion of the fundamentals of "A Good Driver Training Program".

The Third General Session was conducted by Ernest Farmer, (Tennessee) who presented James J. Hellesen, International Harvester Co. Hellesen gave an interesting presentation on the "Status of FMVSS Effecting School Buses"; most notably, the brakes (FMVSS 121 and 105) and the integrity of the fuel tank (FMVSS 301). His presentation preceded a very informative discussion on Bus Window Retention and Release (FMVSS 217), School Bus Roll over Protection (FMVSS 220), School Bus Body Joint Strength (FMVSS 221), and Passenger Seating and

Crash Protection (FMVSS 222), by Wilbur Rumph, Vice President of Engineering, and Bluebird Body Company.

Charles Keenan (West Virginia) opened the Fourth General Session. He introduced R.A. "Buster" Bynum, (Virginia) who made a presentation on "Problems Related to the Use of Public School Buses to Transport the Elderly, Handicapped, and Poverty Stricken". The presentation was well received and set the stage for a long awaited discussion on the availability of 402 and 406 Highway Safety funds by Frank Garcia, from the Atlanta Regional office of the National Highway Traffic Safety Administration. President Ed Bolling, (Alabama) chaired a panel of state directors after which Ernest Farmer, (Tennessee) concluded the session with an evaluation of conference activities.

The 1978 Annual Conference met in Wrightsville Beach, North Carolina at the Blockade Runner Motel. J. A. Porter, Jr., Comptroller, North Carolina State Board of Education gave a timely, informative, and well received welcoming address.

David H. Soule, Pupil Transportation Specialist, NHTSA, discussed the updating of Standard 17. A question and answer session followed, and Soule answered questions dealing with problems in many areas of pupil transportation. Gabe Gilley began the Second General Session by introducing Bruce Lamb from Detroit Diesel Allison who discussed Automatic Transmissions. Dave Sturdy of Sturdy Speed Controls followed with a timely discussion on the merits of the dual engine/ road speed governors for school buses. The session concluded with a discussion of the School Bus Driver Training Program in North Carolina by Worth McDonald (North Carolina Motor Vehicles).

Paul Jones of Kentucky chaired the Third General Session. Paul introduced Stan Keesling, Regional Administrator, Region 4, National Highway Traffic Safety Administration, who spoke on "National Highway Safety Administration Recall Campaigns". Earl Wright (FL) gave a report on Diesel Powered School Buses and concluded his remarks with the observation that most states do not have enough experience with diesels to offer expert advice. R. A. "Buster" Bynum (Virginia) closed the session with a presentation on "Problems Relating to the Transportation of the Handicapped".

The 1979 Conference met in Williamsburg, Virginia at the beautiful Fort Magruder Inn with President Gabe Gilley (Texas) presiding. Harold Dacus (Mississippi) gave the invocation after which S. John Davis, State Superintendent of Public Instruction from the host state, delivered the traditional welcome and opening remarks. He was followed by Ernest Farmer (Tennessee) who addressed the issue of carbon monoxide poisoning on school buses. He indicated the OSHA tests confirmed that only a small percentage of buses were found with excessive levels but cautioned that the mere presence of any contamination should be a matter of grave concern for all pupil transportation directors. Ms. Billie Reynolds, NSTA Executive Director, Wilbur Rumph and W.G. Milby (Bluebird) closed the first session with informative

presentations on EPA proposals affecting the noise levels on school buses and the impact of FMVSS 128 on the field of direct and indirect vision for the transporting unit.

The Second General Session began with a presentation by James J. Helleson (IHC) on the multi-piece rim standard (FMVSS 120). He was followed by presentations from Kenneth J. Royer (Royersford Springs), Walter Corbin, (Mississippi) and Ray Westmoreland (Texas). Royer appealed for an amendment to FMVSS 302 to require the use of fire resistant seating materials; Corbin gave an overview of Mississippi's driver recruitment, retention and training practices and Westmoreland reviewed the events surrounding the McCauley bus accident described by him as the "most devastating school bus accident in the State of Texas".

The Third Session was devoted to presentations by industry spokesman, Edward Hendzel (Ford), Morris Adams (Thomas Built Buses) and Bill Bennett (General Electric Corporation) who delivered some of the most informative presentations given at the conference. Hendzel detailed proposed changes in chassis construction; Adams spoke with authority and in great detail on the merits of school bus compliance testing and Bennett concluded the session with a discussion of the advantages occurring from the use of a two-way communication system.

The Fourth General Session contained presentations by Frank Stevens (Caterpillar), Larry McEntire (Florida), and a panel consisting of Earl Wright (Florida, Paul Jones (Kentucky), and Paul T. Stewart (West Virginia). Stevens compared the diesel engine with the gas engine listing the advantages and disadvantages of each. McEntire discussed the merits and, in some cases, the lack of merits, emanating from diesel engines usage and each panel member reported on their areas of assignment for the approaching National Minimum Standards Conference.

In 1980, The Thirtieth Annual Southeastern Pupil Transportation Conference was called into session by President Paul Jones of Kentucky. The Conference was held at the Executive Inn in Nashville, Tennessee, where the keynote address was given by E. A. Cox, Commissioner, Tennessee Department of Education. The presenters were as follows:

Ted Clayton, Sales Manager, Blue Bird Body Company, discussed the E-A-S-Y formula for conducting Pupil Transportation.

Jim Thomas, Chief, Heavy Duty Vehicle and Equipment Branch, NHTSA, from the office of Defect Investigation and Enforcement of the federal government. Thomas discussed how school buses were tested for safety and all of the ramifications of a "recall" of a school bus.

Earl Wright, State Pupil Transportation Director of Florida, discussed and presented the new National School Bus Safety Standards. Bob Donley of Weldon, Inc. then

discussed the new National Minimum School Bus Standards as they related to Special Education Vehicles.

James Datsun, District Manager for Rockwell International discussed the value of proper school bus brakes with regard to Specifications, Purchasing and Maintenance of a school bus braking system.

Ron Palmer of Caterpillar Tractor Company, Albert Minton of Detroit Diesel Allison, Walt Pierson of Cummings Engine Company, and AA Ambrosini of International Harvester discussed the diesel engines, their strengths and weaknesses and gasoline vs. diesel power for transportation.

The Thirty-first Annual Southeastern States Pupil Transportation Conference was called into session by President Leonard Cain of Mississippi. The conference was held at the Marriott Hotel in New Orleans, Louisiana. C. E. Thompson, Deputy Superintendent, Louisiana State Department of Education, was the keynote speaker. The first session closed with a film titled "Let's Get It Back America".

The Second General Session was presided over by Norman Loper, Alabama. At this session directors from Alabama, Arkansas, Florida, Georgia, Kentucky, Louisiana and Mississippi discussed their state pupil transportation program and anything unique in their state program. The session concluded with representatives from Louisiana and Oklahoma discussing their respective states bus driver education and training programs.

Jim Bohannon, Arkansas, presided over the Third General Session. This session continued with the directors from North Carolina, Oklahoma, Tennessee, Texas, and Virginia discussing their pupil transportation programs. John Kokalis of Detroit Diesel Allison discussed "The Fuel Pincher Diesel" and the session was concluded by Ed Porter of Ford Motor Company and Rich Williams of International Harvester discussing "What's in the Future of Chassis Design?"

The Fourth General Session opened with Al King, Georgia, presiding. The first presenter was Wilber Rumph, Blue Bird Body Company, who discussed "What's in the Future for Body Design?" Ken Ward of Ken Ward and Associates closed the session with a motivating talk titled "How to Love yourself and Your Job Too".

The Thirty-Second Annual Southeastern States Pupil Transportation Conference was convened in historic Savannah, Georgia on July 11, 1982. All sessions were held in the Hyatt Regency Hotel. The conference ended on July 14.

The First General Session was gavelled to order by President Norman Loper (Alabama) who presided during the session. Bill Simpson, DeKalb County, Georgia, gave the invocation and led in the pledge to the flag. He was followed to the podium by the Executive Assistant Superintendent of Education for the Chatham County Schools, Henderson E. Formey, who welcomed the membership to the City of

Savannah and the State of Georgia. Loper then introduced Orlando Rodrequez, the Export Sales Manager for Blue Bird Body Co., who shared many humorous experiences as well as serious problems that he had encountered in his travels.

The Second General Session was under the direction of Jim Bohannon (Arkansas) who presented a panel consisting of William Kent, (Bibb Co., Georgia), David Hagins, (Chatham Co., GA), Harry Hamm, (Richmond Co., GA), Larry McEntire (Florida), and M. H. Lunde (Orange Co., FL). The discussion on "Diesel Engine Performance" was most interesting and well received by those in attendance. All were in agreement that diesels were more reliable, required less maintenance and were more economical. Clarence Murphy (Chevrolet Motor Division of GMC) spoke favorably of the merits of the "6.2 Liter Diesel" and essentially corroborated the comments of the panel members that preceded him. Richard Maddox (Bluebird) closed the session by identifying the following traits of school bus drivers: Good appearance, thoughtfulness, responsibility, affection, education, fairness, openness, timeliness and patience.

Al King (Georgia) presided during the Third General Session. He introduced Emery Rolfes (Michelin Tire Corporation) who discussed the superior economy and safety advantages of radial tires over the popular bias ply tire. His presentation was followed by a panel consisting of various manufacturer's representatives including Tommy Bailey (AmTran), Kim Cassell (Blue Bird), Richard Kreutziger (Coach and Equipment) Ron Peters (Collins Industries), Lynn Metzger (Mid-Bus, Inc.), Ed McAdams (Thomas Built Buses) and Carl Runnels (Wayne Corporation). Each discussed, within predetermined time constraints, their company's Type A product.

Glen Bowman (Louisiana) opened the Fourth General Session. He introduced Ernest Farmer (Tennessee) who discussed the growing use of alternate fuels and listed the advantages of such usage as: less loss from theft, reduced fuel costs and reductions in oil consumption. He noted, however, some obvious disadvantage. The more prominent were identified as: refueling hazards, improperly installed conversion kits, limited servicing centers and the cost of conversion equipment. Ralph Hendrix (South Carolina) followed with an in-depth discussion of his experiences with "Disc Brakes" on South Carolina school buses. He, too, listed advantages that could be expected from disc brake usage, namely greater safety, savings on inventory, and reductions in required maintenance.

The Thirty-third Annual Southeastern States Pupil Transportation Conference was held at the magnificent Williams Plaza Hotel in Tulsa, Oklahoma during the period July 10-13, 1983. The first general session was called to order by President Jim Bohannon, Arkansas, who introduced the speaker of the hour, Larry Zenke, Superintendent of Schools in Tulsa. Zenke spoke eloquently on the challenges facing transportation officials in local school systems.

The Second General Session was under the direction of Al King (Georgia) who presided over a series of round table discussions dealing with such topics as:

Alternate Fuels, Special Education Transportation, and Pupil Safety at Bus Stops. The following recommendations and/ or problems evolved from these discussions: Alternate Fuels: Drivers must be provided with some re-training; fueling must be closely regulated; and safety must not be comprised for greater savings. Special Education Transportation: Greater parental involvement is needed; age range of "exceptional" children must be limited; and more control of pupil passengers must be provided. Safety at Bus Stops: Elevate locations of bus stops; involve police in bus stop location; avoid the location of bus stops near intersections; obtain automatic fines for bus stop violators; initiate public awareness campaigns; and increase indirect vision for bus drivers. Bob Dickson (Ford Motor Company) followed with a most informative discussion of the new Ford braking system. He revealed the following advantages: A safer operation, easier servicing and greater durability; he also revealed that the belt driven pump is "divorced" from the power steering system, vacuum tanks are not required, rear drum brakes contain a spring set parking brake, disc brakes are on the front and the parking brake cannot be released unless the ignition is on. Wilbur Rumph (Blue Bird Body Company) addressed "The Legal Ramifications and Problems Associated with Remanufacturing School Buses and Equipment" and concluded with certain easily discernible trends in pupil transportation: Namely, remanufacturing of buses, seat spacing, mirrors, crossing control arms, seat belts and access panels.

The Third General Session was chaired by Larry McEntire (Florida) who introduced Gabe Gilley (Texas) and Johnny Wells, (San Antonio, Texas) who spoke on the topic. "New Happenings in Pupil Transportations Computer Use". Gilley emphasized that computer usage should not be limited to routing but should be expanded to permit planning for future growth, fuel accountability and preventive maintenance. Wells countered that his school district uses the computer to identify the home addresses of children, establish their eligibility for transportation service as well as to plan efficient and economy oriented bus routes. Ernest Farmer, (Tennessee) presented "An Innovative Approach to Pupil Discipline". He identified vandalism as a persistent problem, stressed the importance of good discipline to pupil safety and urged the development of written policies to control such acts by rebellious pupils.

The Fourth General Session was called to order by Pat Odell (Oklahoma) who introduced Terry Wilton (GMC) as the first presenter. Wilton discussed a wide range of products falling within the topic, "New Designs and Products at General Motors". He informed that front disc brakes are standard on all front axles and rear axles of 15,000 pounds. or greater; the Delco high power hydraulic system is available on the 1983 and later diesel bus chassis; improvements have been made in the transmission and parking systems of 1984 Models and that a fiberglass tilt hood will be available as standard equipment on all light duty trucks after January 1, 1984. Bill Kennedy (IHC) discussed the past and future of his company. He acknowledged past difficulties of a financial nature but stressed that the company was recovering and promised that it would continue its tradition of supplying its customers with an "excellent product". Joe Clark (AmTran) concluded the formal presentations for the

session with a timely discussion of "Changes at American Transportation ". He discussed some of the many features of the Vanguard and the Patriot, dwelling at length on such improvements as the heater, flooring, electrical system, and window sealants.

The Thirty-fourth Annual Southeastern States Pupil Transportation Conference met in historic Charleston, South Carolina on July 8-13, 1984.

President Al King (Georgia) presided over the First General Session. Mr. Robert Moore, Secondary Guidance Consultant with the South Carolina Department of Education addressed the group. He challenged those in attendance to continue the efforts they were making to promote safe and efficient transportation and concluded his presentation with a quote worth remembering: "Failure is a thing, not a person. Take your dreams and turn them into goals to refill your cup."

Glen Bowman (Louisiana) chaired the Second General Session. Speakers included Bill Kent (Bibb County, Georgia), Doug Cross (Specialty Manufacturing Company, Inc.), Joe Gill (Union Public School District, Oklahoma), Ernest Farmer (Tennessee), and Matt Mathieson (Thomas Built Buses). The presentations addressed several safety oriented products that are either being tested or are already on the market. The "Child Guard", the "Crossing Gate", and the "Warning Buzzer" were described in detail. Seat belts were discussed in relation to their impact on the overall school bus operation. Farmer made frequent references to the legal aspects of seat belt usage and warned that the pupil transportation industry might be backing itself into a corner unless it can come up with some defensible answers. Mathieson addressed the seat belt issue from two perspectives: How we got where we are and the manufacturer's position relative to seat belt installations. They are available from all manufacturers but the industry neither encourages not discourages them.

The Third General Session was called to order by Larry McEntire, (Florida), who polled the states relative to the sharing of ideas and experiences that represent solutions to problems encountered in administering a state level program of transportation service.

The Fourth General Session was chaired by R. A. (Buster) Bynum, (Virginia), who introduced speakers with varying backgrounds. Matt Methieson (Thomas Built Buses), Jim Burnett (NTSB), Norman Loper (Alabama), Roscoe Bernard (R. W. Harmon & Sons, Missouri), and Don Long, (Norfolk City Schools, Virginia) all made informative presentations. Mathieson, for example, discussed many of the current Federal requirements as well as others that are in the developmental stage. Burnett addressed the recommendations emanating from his board's school bus crash investigations and closed with the following thought provoking statements: Safety cannot be manufactured in a factory; it begins with the driver and the maintenance of his vehicle. Loper and Bernard reported on the progress of their committees involved in the re-write of the current National Minimum School Bus Standards.

Long concluded the session with a review of the contrasting differences between the public and private ownership plans of operation. His major point of interest could be summed up in the following conclusion: Public owned operations are more cost efficient.

The Thirty-fifth Annual Southeastern States Pupil Transportation Conference was held in the Biloxi Hilton Hotel in Biloxi, Mississippi during the period, July 14-17, 1985.

President Glen Bowman called the First General Session to order. C. Melvin Ray (Madison County Schools, Mississippi) gave the invocation which was followed by the pledge to the flag led by Harold Dacus (Mississippi). Leonard Cain (Mississippi) introduced the speaker, Richard A. Boyd (SDE, Mississippi) who stressed the importance of keeping education on the agenda by "talking it up" and the necessity for providing children with a safe and comfortable ride to school.

The Second General Session was called to order by Larry McEntire (Florida) who introduced the following presenters during the session; Dick Telfer (Department of Energy), C. Morris Adams (Thomas Built Buses, Inc.) and Walter H. Moore (SDE, Mississippi-). Telfer's topic, Driver Energy Conservation, was well received. He stated that the driver was an important element in the "fuel saving" process and that savings resulted from their efforts could be as much as ten percent of total fuel costs. Adams, with his usual eloquence, reviewed the Canadian School Bus Crash Tests as well as those conducted by Thomas Built Buses, Inc. He reported that the "unbelted" mannequins fared much better, especially in head injuries, than the ones that were "belted" and reiterated the commitment of Thomas engineers to continue the practice of building unsurpassed quality into all of their school buses. Moore, a distinguished professional educator, spoke on the topic, Federal Requirements for Special Education. He reviewed the federal laws, identified the various handicapping conditions of Special Education children, and emphasized the need for state and local level guidelines to provide needed transportation for these children.

The Third General Session chaired by R. A. "Buster" Bynum (Virginia) relied on the expertise of representatives from several chassis and allied industry manufacturers. Robert Dickson (Ford Motor Company), Ken Hansen (Chevrolet-Pontiac), Gene Ratliff (IRC), and Tom Ahern (Detroit Diesel). Dickson informed that Ford would meet the 1988 emission standard and noise requirements. Hansen detailed General Motors efforts to upgrade the many components involved in controlling exhaust and evaporative systems without decreasing horsepower and fuel economy. Ratliff reviewed the progress made by IHC in meeting the same standards. He was ably assisted by Al Ambrosini and Jim Thiesing who discussed company achievements in alternative fuel usage and improvements in transmissions, disc brakes, air brakes, etc. Ahern concluded the session with a recap of his company's effort to meet identifiable engine and transmission needs in the realm of school bus usage.

Norfleet Gardner (North Carolina) presided over the Fourth General Session. He introduced Robert P. Donley (Weldon, Inc.), Paul T. Stewart (West Virginia) and Charles Marvin (Michelin Tire Company) who made excellent presentations on the subjects of strobe lights for the stop arm, the Owens-Corning School Bus Seat Burn Test and the use of tubeless tires. Donley reported reductions of ninety-four percent in passbys when strobe lights were used in stop signs on school buses; Stewart reviewed the merits of fire retardant seating materials and Marvin, who was assisted by Jim Jacobs, discussed the many advantages of radial tires over the bias-ply tire.

The business meeting concluded with the naming of officers for the coming year and the adoption of the "Articles of Association for the Southeastern States Pupil Transportation Conference, Inc."

The Thirty-sixth Annual Southeastern States Pupil Transportation Conference convened in the port City of Mobile, Alabama on July 13, 1985.

President Larry McEntire (Florida) called the First General Session to order by introducing John W Pike (Alabama) who gave the invocation. Pike, in turn, was followed by Kenneth Karr (Alabama) in a Pledge of Allegiance. Dr. Abe L. Hammons, Superintendent, Mobile County Schools, extended a warm welcome which set the stage for a most interesting, informative and challenging address by Alabama's State Superintendent of Public Instruction, Dr. Wayne Teague.

R. A. "Buster" Bynum, (Virginia) presided during the Second General Session. He introduced Jay Golden (National Transportation Safety Board) who discussed many of the recommendations emanating from the Board's recent investigations of serious accidents, some of which involved school buses. John A. Poole (Alabama Department of Environmental Management) concluded the session with a very interesting presentation on those Environmental Protection Agency requirements involving the location and installation of underground fuel tanks as well as the disposition of waste materials germane to the school bus operation.

Paul T. Stewart (West Virginia) opened the Third General Session. Timely presentations were made by R. Lindsey Leckie (Seaboard Systems Railroad), Louis Wieringa (General Motors Corporation) and Howard Rabe (Wayne Corporation). Leckie discussed the efforts of his company to provide safe railroad crossings, noted the need for cooperation from school officials and offered the services of his company to further enhance the safety of transported children as well as the motoring public. Wieringa discussed GMC's new on-line chassis noting its many advantages to school officials and hailed its introduction as a less expensive, more reliable addition to the nation's growing fleet of Type 0 school buses. Rabe informed the audience that Wayne was "ready to go when GM is ready". Other body company representatives expressed some reluctance to using the chassis citing the need for more research. Paul, himself, closed the session with an assessment of the safety sensor that is being marketed as a needed safety device on school buses.

Sam McCullough (Georgia) presided during the Fourth General Session. He introduced Ernest Farmer (Tennessee) who presented a slide presentation on the extent of drug testing and criminal background investigation practices within the Southeastern States. Hal "Tee" Harris (Athol Manufacturing Co.) discussed the current status of the fiberglass fire retardant materials under development at his company, explained the compliance testing practices that were being observed and gave assurances that the materials had been perfected and were being manufactured for use by the body manufacturers. The session also included state reports on the status of seat belt legislation, their experiences with insurance on school buses, and the progress that was being made in implementing the Uniform School Bus Accident Report approved at the National Minimum Standards Conference in Warrensburg, Missouri. The Articles of Incorporation and Corporate Charter issued by the Commonwealth of Virginia for the Southeastern States Pupil Transportation Conference, Inc. on June 4, 1986 were received by the members present. It was reported that an application for federal tax exemption had been filed with the Baltimore District Office of the Internal Revenue Service.

Dr. Ernest Farmer, Historian 1987.

1996 Edition

The decade beginning in 1987 can truly be characterized as a decade of administrative changes. During the decade, many of its member state directors joined the ranks of the "retired" after lengthy periods of service. Ralph Hendrix (South Carolina), Ernest Framer (Tennessee), R. A. "Buster" Bynum (Virginia), Leonard Cain (Mississippi), B. Norfleet Gardner (North Carolina) and Norm Loper (Alabama), completed a total of 129 years of service in their respective states as state directors. Sam McCullough (Georgia), the only state director to begin the 1987 decade that is still serving as an active director, has completed twelve years in his current position.

Those member directors that have not yet reached retirement age continue to represent the Association in a commendable manner. Spence Holder (Arkansas) currently serves as president of the National Association of State Directors of Pupil Transportation Services (NASDPTS). Mike Roscoe (Kentucky) is a past president of the National Association for Pupil Transportation (NAPT) and remains deeply involved in the activities of that prestigious organization. Charlie Hood (Florida) is nationally recognized for his contributions in pupil transportation as are Sam McCullough (Georgia), Billy Crews (Alabama) Don Tudor (South Carolina) and Dr. Barbara V. Goodman (Virginia).

The thirty-seventh Annual Southeastern States Pupil Transportation Conference was held at the Sheraton Centre Hotel in Arlington, Texas on July 12-15, 1987. General Motors Corporation hosted a reception that provided an abundance of wholesome food and the opportunity for an informal level of conversation by those in attendance. At the conclusion of the reception, many of the members spent considerable time recounting events of the past year before retiring for the night.

The first general session was called to order by President R. A. "Buster" Bynum. The invocation was given by Mr. Roland Donnell, the Director of Pupil Transportation for the Garland, Texas Independent School District (ISD). Mr. Bob Hunnicutt, the Director of Pupil Transportation for the Carrollton Farmers Branch, Texas ISD, led the Pledge of Allegiance. Moments later, the Honorable Richard Greene, Mayor of the City of Arlington, welcomed the visiting conferees to the city and the Lone Star State. Mr. Paul Glaske, President of Blue Bird Body Company, gave an inspiring address on the timely subject, The American System and The Role of Education and Pupil Transportation, that was well-received by the delegates in attendance. The session ended after the customary introductions of state delegates and industry members with an interesting panel chaired by Ralph Hendrix, the State Director of South Carolina, on the topic, Legislative and Regulatory Update and Discussion. Panel members were: Tom Turner, Blue Bird Corporation, Dan Allen, American Transportation, R. A. "Buster" Bynum, Virginia Director and Bob Devers the Transportation Director from the Loudoun County Virginia School District.

The second General Session was called to order by the conference Vice-President, Norfleet Gardner, North Carolina, who introduced our speaker for the session, Ms. Diane Sherwood, the Director of Pupil Transportation from the ALIEF, Texas ISD. Ms. Sherwood spoke interestingly and authoritatively on the subject of computers and how they were being used in her school district to improve the quality of program service. The session concluded with the first six state reports. A well-attended and enjoyable conference banquet, including entertainment by the Metro Duo, ended the first day of the conference.

The third General Session was chaired by Mr. Sam McCullough, the State Director from Georgia and the conference secretary. Mr. R. R. Little, District Manager for Caterpillar of Rockwell, Texas, Mr. Gary Farrell from Cummins Engine Company, Mr. Thomas R. Aherne, Detroit Diesel Allison, Mr. E. J. Geiger, Ford Motor Company and Mr. Al Ambrosini of Navistar International, explored the topic, Product Development of Diesel Engines. Each spoke on the development of their respective engines. Following the break, Mr. R. A. "Buster" Bynum used an overhead projector to present a timetable for taking needed corrective actions to eliminate problems resulting from "leaking" underground storage tanks. His presentation was followed by a report from Mr. Frank Dixon, the Fairfax County Director of Pupil Transportation, who shared his experiences with "drug testing", including the road blocks he faced and how he successfully overcame them. The session ended with the remaining state reports.

Dr. Ernest Farmer, the Tennessee Director of Pupil Transportation and the conference historian, called the fourth and final session of the conference to order followed by the introduction of Mrs. Pat Raney, the Assistant Director of Pupil Transportation from the Dallas County School District. She spoke on the topic of "Wheel Chair Tie-Downs." Mr. David Rybert, Aero-quip, and Mr. Ron Campbell, Q-Straint, discussed the merits of their restraint systems. The session ended with a presentation by Mrs. Louise Caldwell, Florida's Assistant Director, on the subject "Experiences With Self-Insurance." She outlined in detail both advantages and pitfalls of self-insurance.

The conference adjourned at the conclusion of the business session.

The Casa Marina Resort in Key West, Florida was the convention site for the thirty eighth Southeastern Pupil Transportation Conference which was held on July 10-13, 1988. The Conference reception was hosted by General Motors Corporation on Sunday evening at 7:00 p.m. The members and guests were provided with ample food and drink. served in a very relaxed and informal setting.

President Norfleet Gardner, the North Carolina Director of Pupil Transportation, called the first General Session to order Monday morning after the membership had briefly visited with the exhibitors and concession booth provided by Ford Motor Company. Mr. Herb Kebshull, the Monroe County Supervisor of Pupil

Transportation gave the invocation and led the delegates in the Pledge of Allegiance. Dr. Armondo J. Henriquez, the Superintendent of Monroe County Schools, welcomed the group to Key West. He was followed by Mr. Terry Whitesell, the Executive Vice-President for the Wayne Corporation, who made an excellent presentation on the development and history of the school bus industry. Mr. Matt Matheson, Thomas Built Buses, and Dr. Ernest Farmer, Tennessee Director of Pupil Transportation, were introduced by Mr. R. A. "Buster" Bynum. They shared their experiences as members of the committee authorized by Congress to conduct the study on school bus safety under the direction of the Transportation Research Board of the National Academy of Science. Mr. Bynum, the Virginia Director of Pupil Transportation, concluded the session with a report on Federal Issues and the 1986 Commercial Act.

After lunch, which was hosted by Navistar International, Mr. Sam McCullough, State Director of Georgia and conference Vice-President, called the second general session to order. He introduced a panel of industry experts consisting of Mr. Joe Clark, American Transportation, Mr. Mike Pearson, Blue Bird Body Company, Mr. Dick Verhuel, Carpenter Body Works, Mr. Ted Clayton, Thomas Built Buses and Mr. Richard "Dick" Clark, Wayne Corporation, who fully explored "Recent Innovations and Issues with School Bus Bodies." The day's conference activities concluded with the conference banquet.

The Third General Session on Tuesday was preceded by a visit to the Danish and coffee booth, courtesy of the Ford Motor Company. Mr. Leonard Cain, Mississippi Director of Pupil Transportation and Secretary of the conference, opened the session by introducing Mr. R. B. Munn, General Motors Corporation, Mr. J. D. Olsen, Navistar International and Mr. Thomas J. Steckel, Ford Motor Company, who discussed "Recent Innovations and Issues with School Bus Chassis." As was the case with the earlier panel discussion on school bus bodies, this discussion was also interesting and well-presented. The session ended with a continuation of the topic "Report on the 1986 Commercial Act" by Mr. Bynum of Virginia.

The Fourth General Session was called to order by the Texas Director of Pupil Transportation and Program Chairman, Mr. B. J. Edwards, who introduced a panel of local pupil transportation officials from selected school districts in the State of Florida. The panel consisted of Mr. Tom Callahan, Transportation Maintenance Manager, Pasco County School Board. Mr. Arlin Vance, Director of Vehicle Maintenance, Broward County School Board. Mr. Donald R. Hancock, Director of Transportation, Baker County School Board and Mr. Jack Pilsbury, Director of Transportation, Hillsboro County School Board. Each presenter gave an interesting overview of their respective transportation programs ranging from a small rural district to a large metropolitan district. The business meeting concluded the session and the conference.

The Thirty-ninth Southeastern States Pupil Transportation Conference was held at Oglebay Resort in Wheeling, West Virginia, July 9-12, 1989. Registration and

vendor visitation on Sunday evening was followed by a most enjoyable reception, compliments of General Motors Corporation.

The First General Session on Monday, July 10, was called to order by President Sam McCullough, Georgia Director of Pupil Transportation. Mr. Ed Riley, a local director from West Virginia, gave the invocation and led the Pledge of Allegiance. The welcome was extended by Mr. Mike Roscoe, West Virginia's Director of Pupil Transportation. Following the conclusion of Mr. Roscoe's address, President McCullough introduced Ms. Carolyn Sprangler, the Director of School and Community Relations for the West Virginia Department of Education, who delivered an extremely helpful and lively topic on "Public Relations for School Transportation Program Personnel." The session continued with presentations by Larry McEntire (Florida) and Steve Williams (Mississippi). Mr. McEntire presented a "situation" report regarding problems relating to the transportation of children with disabilities. The presentation provided basic insights to those issues customarily encountered in providing this type of transportation; Emphasis was placed on the importance of administering the program of service in terms of "individual needs" and the statutory provisions of current federal guidelines. Mr. Williams concluded the session with a report on the Southeastern States School Bus Driver Rodeo that was held in Biloxi, MS. The first prize of \$400 was awarded to Kentucky, the winning state. Overall, fifty-six drivers participated in the event.

The Second General Session was chaired by Mr. Leonard Cain, the Mississippi State Director of Pupil Transportation, who introduced Mr. Tom Turner, the Manager of Engineering Services, Blue Bird Body Company. Mr. Turner provided an overview of Federal Safety Standards for school buses, including actions of the Safety Standard Committee and Studies conducted on large and small buses by the National Transportation Safety Board (NTSB). He was followed by Mr. Sam Jackson, Kentucky Department of Education, who gave an informative discussion on "innovations and concepts" in the development of school bus specifications. He discussed the importance of developing specifications based on established needs.

The conference banquet highlighted by a slide presentation of the beautiful State of West Virginia concluded the day's activities.

The Third General Session on Tuesday, July 11, was called to order by Mr. Melvin Krewal, the Conference Historian and Oklahoma Director of Pupil Transportation. He introduced Mr. Joe Clark and Mr. Charles Brown who discussed goals, aims and obligations of the manufacturer's commitments to its dealers and their customers. Special attention was called to the importance of developing preventive maintenance programs and providing customer seminars for program implementation purposes. Mr. Matt Mathison, Thomas Built Buses, and Dr. Ernest Farmer, Tennessee Director of Pupil Transportation, provided the group with an update of the study on school bus safety that was being conducted by the National Academy of Science. They reviewed the federal provisions for effective implementation of the study committee's recommended safety measures. Mr. Mike

Roscoe, West Virginia Director of Pupil Transportation, and Mr. Wayne Clutter, a school bus inspector in the Department of Education, discussed the state's school bus inspection program. They reviewed the criteria for inspections and concluded with a video depicting a walk-through of an actual vehicle inspection.

The Fourth Session of the conference was called to order by Mr. Wendell Bruce, Kentucky State Director, who introduced Mr. R. A. "Buster" Bynum, the Virginia Director of Pupil Transportation. Mr. Bynum discussed the Funding Formula for Federal 402 Funds and those safety education issues eligible for funding under federal guidelines. He concluded his remarks by suggesting that the Committee on Issues address criteria for allocating funds for school bus transportation safety measures. Reports from the State Directors of Pupil Transportation preceded the business meeting. The conference was adjourned by President McCullough at the conclusion of the business session.

The Fortieth Annual Southeastern States Pupil Transportation Conference was held in the Arlington Hotel located in the City of Hot Springs, Arkansas. The conference began on Sunday, July 8, 1990, and ended on Wednesday, July 11. The conference reception, hosted by General Motors Corporation, was preceded by the registration of delegates earlier in the evening. Entertainment was provided by Ms. Jill Brown from Marshall, Arkansas. Following her performance, a number of door prizes were presented, courtesy of participating business establishments within the state. Blue Bird Body Company hosted the Fortieth Anniversary breakfast for all delegates, exhibitors and family members. Door prizes were furnished by the host state and each delegate received a forty year SESPTC pin from Blue Bird Body Company. The attendees were honored by the presence of Mr. J. L. Edison, State Director of Arkansas 1948-1977 and Mr. J. Pope Baird, State Director of Alabama 1941-1946 and Florida 1946-1972. both of whom were founding members of SESPTC. Mr. Baird made an outstanding presentation on the growth of Pupil Transportation, especially in the Southeastern States. He received an award for his lifelong service to the betterment of school transportation throughout the nation.

The First General Session was called to order by President Leonard Cain. The invocation and Pledge of Allegiance was given by Mr. Lindell Roberts. Mr. Travis Case welcomed the members to Arkansas. Both were members of the Arkansas Association of Pupil Transportation. The keynote speaker, Mr. Jerry Williams, President of AmTran Corporation, gave a timely presentation on the subject. School Bus Safety: Fact or Public Relations. Mr. Mike Roscoe, State Director from West Virginia, reviewed the commercial driver's license act in a very comprehensive manner. At the conclusion, all conference members and their families were treated to a lunch buffet by Navistar International. Mr. B. J. Edwards, the Texas Director of Pupil Transportation, presided during the Second General Session. Presentations were made by Mr. James Cox of Arkansas and Dr. Ernest Farmer, Tennessee Director of Pupil Transportation. Mr. Cox spoke on the importance of the Maintenance Training Program. Dr. Farmer discussed the results of the Eleventh National Minimum Standards Conference. Both were of considerable interest to the

assembled delegates. Presentations of door prizes by Goodyear Tire Company and the Arkansas Association of Pupil Transportation, along with an expression of appreciation to Cummins Engine for providing coffee and drinks, concluded the session.

Mr. Wendell Bruce, Kentucky Director of Pupil Transportation, called the Third General Session to order. Mr. Don Ferran, AmTran Corporation, Mr. John Stelzer, Wayne Body Company, Mr. Ted Clayton, Thomas Built Buses, Mr. Richard Maddox, Blue Bird Body Company, Mr. Don Phillip, Ford Motor Company, Mr. Bruce Volvano, Navistar International, Mr. Richard Munn, GMC Truck Division, Mr. Don Hardin, Carpenter Body Works and Mr. Lynn Metzger, Mid-Bus, Inc., were introduced and given the opportunity to discuss School Bus Trends of the 1990's as they relate to the production plans of their respective companies. Their presentations were well-received by those in attendance.

Mr. R. A. "Buster" Bynum, State Director of Virginia, presided over the Fourth General Session of the conference. Ms. Pat Underwood, Marketing Administrator, Allison Transmission, presented a discussion enjoyed by the membership. The session concluded with the presentation of door prizes donated by the Arkansas Association of Pupil Transportation. American Transportation treated all delegates, exhibitors and their families to a most enjoyable banquet and boat ride near Hot Springs, Arkansas. Mr. Joe Clark served as spokesperson for the Corporation.

The Fifth General Session was called to order by Mr. Billy Crews, Alabama Director of Pupil Transportation and conference historian. He introduced Mr. Tom Turner, Manager, Engineering Services, Blue Bird Body Company, who gave a most enlightening presentation on the subject "What's New in Federal Rulemaking." State directors from the fourteen member states in the conference closed the session with a report of pupil transportation-related activities in their respective states. After the business meeting that followed was completed, the conference was adjourned.

The Forty-First Annual Southeastern States Pupil Transportation Conference was held on July 7- 10, 1991, at the Drawbridge Inn and Convention Center in Fort Mitchell, Kentucky. The conference opened with the customary Sunday evening registration and visits with the vendors followed by the conference reception hosted by General Motors, GMC Truck Division.

The First General Session was called to order by President Billy Crews, Alabama Director of Pupil Transportation, who presided over the opening ceremonies. Mr. John Wilhoit, the Executive Director of Pupil Transportation in the Jefferson County Public School District, gave the invocation. Mr. Bob Walter, a retired Director of Pupil Transportation in the Kenton County School District, followed with the Pledge of Allegiance. Mr. Perry Watson in the Kentucky Department of Education extended the welcome to the delegates. After the roll call of delegates and the participants from the industry was completed, Mr. Crews introduced the guest speaker, Mr. Wendell Bruce, a retired State Director in the Kentucky Department of Education,

who spoke on the topic, "What's Good in Pupil Transportation?" The session ended with a most informative presentation on the status of New School Bus Standards by Mr. Charles Gauthier, Special Assistant in the National Highway Traffic Safety Administration. All delegates and exhibitors were invited to a buffet luncheon hosted by Navistar International. The Second General Session was chaired by Mr. Mike Roscoe, the West Virginia State Director of Pupil Transportation. The first panel, consisting of Mr. T. J. Steckel, Ford Motor Company, Mr. Richard Munn, GMC Truck Division, Mr. Jim Thiesing, Navistar International, Mr. Jim Pierson and Pete Maroney, Crane Carrier Company and Mr. Ron Peters, TRANS I-Corporation, discussed Current Trends in Chassis Construction and Market Strategies as they relate to their respective companies. They were followed by Mr. Jerry Williams, President and CEO, American Transportation, Mr. Ted Clayton, National School Bus Sales Manager, Thomas Built Buses and Mr. Terry Whitsell, President, Wayne Bus Company, who made presentations on Current Trends in Body Construction and Market Strategies within their companies. Mr. Crews presided during the conference banquet which ended the day's activities.

The Third General Session, with Mr. R. A. "Buster" Bynum, Virginia State Director, presiding, featured a series of discussions on CNG by Mr. John Douglas and Howard Q. Keeling, Garland Independent School District, Texas, Mr. John Haggard, Technical Marketing Manager, Navistar, and Mr. Paul F. Cassidy, Vice-President, Hercules Engine, Inc. Each presenter made excellent presentations on their assigned topic.

The session closed with a most interesting presentation by Dr. Beurt SerVass, Chairman of the Board and President of SerVass, Inc., Carpenter Manufacturing. Ms. Pat Wheeler, Allison Transmission, was introduced by Mr. Bynum, who invited all delegates and family members to an ice cream "social" compliments of her company. At the conclusion of this event, buses left the conference site for a visit to the Kenton and Boone County maintenance repair centers. At seven that evening, American Transportation Corporation hosted a banquet for all in attendance.

The Fifth and final General Session of the conference was chaired by Mr. Charlie Hood, Florida Director of Pupil Transportation. Presentations were made by Ms. Pat Wheeler, Allison Transmission, and Mr. George Dundon, Jr., the Program Manager for School Bus Safety in the Kentucky Department of Education, who delivered timely reports on Market Strategies and Highway 402 Funds. The session concluded with an open forum on pupil transportation and the business meeting.

The Forty-Second Annual Southeastern States Pupil Transportation Conference was held in Greensboro, N.C., at the Joseph S. Koury Convention Center during the period July 12-15, 1992. Exhibits were set up and the registration desk was opened on Sunday evening followed by a reception hosted by the General Motors Corporation, long recognized for its support of conference activities.

The First General Session was preceded by a breakfast provided by Blue Bird Body

Company. Mr. Richard Maddox, Vice-President of Sales, spoke on the topic "School Buses of Today and Tomorrow." At the conclusion of his presentation, coffee and soft drinks were provided in the exhibit area by the Cummins Engine Company, Inc., for all conference delegates. Mr. Billy Crews, Alabama State Director and Conference President, presided during the session. After the traditional introductory activities were completed, he introduced Mr. John W. Thomas, Jr., Chairman and CEO of Thomas Built Buses, Inc., Mr. Charles Gauthier, Director, Office of Defects Investigations, NHTSA and Mr. Thomas R. Celliti, Vice-President, Bus Operations, Navistar International, who made informative presentations on a variety of pupil transportation related subjects. A buffet lunch was hosted by Navistar International for exhibitors and delegates.

The Second General Session was chaired by Mr. Mike Roscoe, Kentucky State Director, Conference Vice-President and President of the National Association for Pupil Transportation (NAPT), who presented Mr. Charles Gauthier, NHTSA, Mr. Tom Turner, Manager, Engineering Services for Blue Bird Body Company, Ms. Louise M. Caldwell, Director School Bus Operations, Florida Department of Education and Trooper Sonny Cease for presentations on the new school bus safety standards, the new post-DOT bus, Federal requirements for operations, i.e., ADA, drug testing, Section 504, etc. and accident investigation and reconstruction procedures. The day's activities concluded with the conference banquet hosted by Thomas Built Buses.

Mr. Spence Holder, Arkansas Director of Pupil Transportation and Conference Secretary, presided during the Third General Session. The topic, School Buses of Today and Tomorrow, was discussed by Mr. Tom Steckle, Ford Motor Company, Mr. Dana J. Dunbar, Carpenter Manufacturing, Inc., and Mr. Ed Raniszkeski, American Transportation Corporation. After the break, Mr. Roger Chilton, Thomas Built Buses, Inc., and Mr. Terry Whitesell, Carpenter Manufacturing, Inc., concluded the session with timely presentations. The topic, Pre-Kindergarten and Infant Transportation, was discussed at length by Mr. John Wilhoit, Jefferson County Schools, Kentucky, Ms. Louise Caldwell and Mr. Bill Schroyer, Florida Department of Education, and Mr. Dan Trexler, Thomas Built Buses, Inc.

The Fourth General Session, chaired by Mr. Buster Bynum, Virginia Director of Pupil Transportation and Conference Treasurer, began with an introduction of Mr. William T. Flynt, Allison Transmission, who invited all delegates, exhibitors and their families to what has become a traditional ice cream buffet. The session concluded with visits to the Thomas Built Buses, Inc., plant and the Guilford County Schools transportation repair facility. A banquet, hosted by American Transportation Corporation, concluded the day's activities.

The Fifth and final session was chaired by Mr. Charlie Hood, Florida Director of Pupil Transportation. He introduced Mr. Steve Gogven, Program Manager, Alternate Fuels Demonstration Projects, U.S. Department of Energy, who discussed Funding for Alternative Fuel Projects. The subject, Alternative Fuels for School

Buses in the 90's, was discussed by a panel consisting of Mr. Mike Roscoe, Kentucky, Mr. Aldo A. Ambrosini, Navistar International Transportation Corporation, Mr. Wilbur Rumph, Blue Bird Body Company, Mr. Fred Huston, Thomas Built Buses, Inc., Mr. Paul Cassidy, Hercules Engines, Mr. Clark Ahrens, Cummins Engine Company, Inc., Mr. Bob Montgomery, Caterpillar, Inc., and Mr. Ken Lawrence, Crane Carrier Company.

After a short break, the conference concluded with the business session.

The Forty-Third Annual Southeastern States Pupil Transportation Conference convened in Williamsburg, Virginia, at the Williamsburg Hilton and National Conference Center on July 11, 1993. The conference began with the setting up of exhibits and registration for early arriving delegates and the reception hosted by Ford Motor Company.

Mike Roscoe, Conference President and Kentucky Director of Pupil Transportation, presided during the First General Session. The invocation was given by Donald Ranson, Transportation Director for the Franklin County Public Schools in the host state. Dr. Barbara V. Goodman, Virginia State Director, led the Pledge of Allegiance. Professor George Grayson of the College of William & Mary, a senior member of the Virginia Legislature, welcomed the delegates and industry representatives to the Commonwealth. After the roll call of states and industry, Mr. Charles (Chuck) D. Hamrn, Smileage Associates, spoke on the subject, Getting More Smileage Out of Life. Lunch, courtesy of Navistar International, followed the close of the session.

Spence Holder, Conference Vice-President and Arkansas Pupil Transportation Director, presided during the Second General Session. The session was highlighted with presentations by Eydie Pines, Environmental Engineer, U.S. Environmental Protection Agency (EPA) and Dennis Bennett, U.S. Department of Transportation. Their topics, Used Oil Management and Federal Drug Testing Requirements, were of special interest to the delegates. The session was followed by the conference banquet hosted by American Transportation Corporation. The Clements Family Plus One entertained with "I Love America," a patriotic revue in song.

Charlie Hood, Secretary and Florida State Director, presided during the Third General Session. He introduced Mr., Tom Turner, Manager of Engineering Services, Blue Bird Body Company, who presented an informative discussion on the subject, Federal Standards Update, as they relate to the southeastern states. Following the break, compliments of Cummins Engine Company, Inc., a panel consisting of Aldo Ambrosini, Navistar International, Rob Johannson, Caterpillar, Inc., Connie Dotson, Cummins Engine Company, Inc., and H. Lynn Stringer, Ford Motor Company, discussed the topic, Responding to New Engine Designs for 1994.

The Fourth General Session, chaired by R. A. "Buster" Bynum, retired Virginia State Director, was highlighted by the traditional ice cream social hosted by Ashton B. Hardy and Ronald Pessner, Allison Transmissions, after which the delegates were invited to visit the many fine attractions in Colonial Williamsburg, compliments of Navistar International and Thomas Built Buses.

The Fifth General Session was chaired by Steve Williams, Conference Historian and Mississippi Director of Pupil Transportation. Presentations were made by Norfleet Gardner, Chief Consultant, North Carolina, Dr. Barbara Goodman, State Director, Virginia, and Mike Roscoe, Kentucky Director of Pupil Transportation.

Their topics, Computerized Maintenance and Routing (scheduling) of School Buses, School Safety Programs and Special Needs Programs, were well-received by the delegates. Presentations by Randy McLerran, Oklahoma State Director, and Charlie Hood, Florida State Director, on the subjects, State Program of Support for Alternative Fuel and Pre-Kindergarten and Infant Seating, ended a very successful conference. The conference was adjourned at the conclusion of the business meeting by President Roscoe.

The Forty-Fourth Annual Southeastern States Pupil Transportation Conference met at the Park Vista Hotel and Convention Center in Gatlinburg, Tennessee, on July 17-20, 1994. Conference activities began on Sunday evening with registration of delegates followed by the conference reception hosted by Ford Motor Company.

Monday morning activities began with a buffet breakfast compliments of the Blue Bird Corporation. Shortly thereafter, Spence Holder, Conference President and Arkansas State Director, called the First General Session to order. John Small, Transportation Director for the Henderson County School System, gave the invocation. Commissioner Wayne Qualls, Tennessee Department of Education, welcomed the delegates to the state. After the roll call of the states, Merrell Fischer, Reliability Manager, Navistar International Transportation Corporation, discussed the topic, Managing Quality. Lunch by Navistar International Transportation Corporation closed the First General Session.

Charlie Hood, Conference Vice-President and Florida Director of Pupil Transportation, presided during the Second General Session. Jane Dawson, Thomas Built Buses Specifications Engineer, gave a timely presentation on the topic, Update On Federal Standards. Mike Roscoe, Kentucky Director of Pupil Transportation and Charlie Hood, gave interesting reports on the topic, Preview of '95 National Standards Conference. At the conclusion of their report, the session ended. Delegates visited the exhibit area where refreshments were provided by Cummins Engine Company, Inc. Later that evening, Thomas Built Buses, Inc. entertained the delegates with a banquet and entertainment.

The Third General Session was chaired by Norfleet Gardner, Conference Secretary and State Director of North Carolina. He introduced John Wood, President, Wayne Wheeled Vehicles, who spoke on the subject, Team Based Management. Following the break, Ron Engle, NHTSA, presented the topic, Planning Pre-School Guidelines. Dr. Melinda A. Lucas, U. T. Medical Center, and Bill Frazee, C. E. White Company, discussed the topic, Early Childhood Transportation. After lunch, the delegates were transported to some of the several shopping malls in the vicinity before returning for the annual conference banquet.

The last General Session was chaired by Cecil Dolan, Conference Historian and West Virginia Director of Pupil Transportation, who introduced Rob Johannsen and Jeff Weyeneth, Caterpillar Engine Division, for a very informative presentation on the topic, Low Sulphur Diesel Fuel- Technologies and Consequences. Dennis

Bennett, U. S. Department of Transportation, discussed the topic, Federal Drug and Alcohol Testing Requirements - The Omnibus Transportation Employee Testing Act. Following the break, Billy Crews, Alabama State Director, and Louise Caldwell, Transportation Management Director, Florida Department of Education, closed the session with presentations on the topic, State Compliance - Federal Drug and Alcohol Testing Requirements. The conference closed with the annual business meeting. The Hyatt Regency in Savannah, Georgia, was the site of the July 16-19, 1995, Forty-Fifth.

Fifth Annual Southeastern States Pupil Transportation Conference. Registration of conference delegates and guests was held from 2:30 to 6:00 p.m., followed by the conference reception hosted by Ford Motor Company.

The First General Session with Conference President and Florida State Director, Charlie Hood presiding, was preceded by a buffet breakfast, compliments of Blue Bird Corporation. The invocation was delivered by Peter Hoffman, Georgia Department of Education. Joe Avery from the same department led the Pledge of Allegiance. Ellis Cook, an alderman on the City of Savannah Council, extended the welcome. Following the roll call of states and industry, Richard Maddox, Vice-President of Sales and Marketing for the Blue Bird Corporation, spoke on the topic, It's the End of the World as We Know It and "I Feel Fine." Following his presentation and the announcement of committee assignments, the session was adjourned for lunch provided by Navistar International Transportation Corporation. Norfleet Gardner, Vice-President and North Carolina State Director, presided during the Second General Session. Tom Turner, Blue Bird Corporation, discussed the topic, FMVSS update. A National Standards Update was presented by Ron Marion, Thomas Built Buses, and Don McCurley from South Carolina. After the break, the session concluded with a number of state reports.

The Third General Session was chaired by Steve Williams, Mississippi State Director and Conference Secretary, Jerry Tatum, the Biloxi School District Director, discussed the topic, Drug Testing: How Are We Doing? A drug and alcohol testing panel consisting of Dennis Bennett, First Lab, Jim Wright, Drug Intervention Services, Inc., Dr. Phillip Greene, MRO, National Diagnostics, and Jay Whitney, Parchem, Inc., also discussed the subject. After a presentation on Legal Issues in Pupil Transportation from the Federal Perspective by Ron Engle, NHTSA, and additional state reports, the session was adjourned for the traditional Allison Transmission ice cream bar. Sam McCullough, Georgia State Director, presided during the Fourth General Session. Presentations were made by Conway McGee, Hugh Mills, Don Tudor. Sheldon Crum, Marshall Casey, Bill Schroyer and Mike Roscoe on a number of school transportation related topics. The SESPTC banquet concluded the day's activities. Don Tudor, South Carolina State Director and Conference Historian, presided during the Fifth General Session. The delegates were addressed by Alexandria Robinson on the topic. Update of Special Needs/Pre-K Conference. Concurrent sessions were conducted by Worth McDonald and William Kersten on the topics School Bus Operator's Specific License and ADE Certification for School Bus Mechanics.

The conference adjourned upon completion of the business meeting.

The Forty-Sixth Annual Southeastern States Pupil Transportation Conference was held at the Marriott Hotel in Oklahoma City during the period. July 7-10, 1996. After registering and visiting with industry representatives in the exhibit area, all delegates and their families attended a reception hosted by Ford Motor Company, an event that has become a tradition at these conferences.

The First General Session was chaired by Steve Williams, Conference President and Mississippi State Director, who introduced Bert Towne, the President of the Oklahoma Association of Pupil Transportation. Following the invocation, the Western Heights School ROTC led the Pledge of Allegiance. Sandy Garrett, State Superintendent of Public Instruction in the Oklahoma Department of Education, extended a hearty welcome to the delegates. Frosty Troy, Editor of the Oklahoma Observer, spoke eloquently on the topic. There's More to Education Than the Three R's. Following his presentation, President Williams announced committee assignments then adjourned the session for a luncheon hosted by Navistar International Transportation Corporation. Cecil Dolin, Conference Vice-President and West Virginia State Director, presided during the Second General Session. Sandy Garrett, State Superintendent of Public Instruction, spoke on the subject, Educational Trends and their Impact on Pupil Transportation Operations: Are You Ready? A panel, consisting of Ken Rogers, NTSB, Ron Engle, NHTSA, Gary Weathers, Oklahoma Operation Lifesaver, and John Dozier, South Carolina Department of Education, discussed the topic, Highway-Rail Grade Crossing Safety, in great detail to close out the session. Later that evening, Thomas Built Buses, Inc., and Caterpillar, Inc., hosted a dinner with entertainment at the Remington Racetrack. Don Tudor, Conference Secretary and South Carolina Director, presided during the Third General Session. He introduced Jim Keith, an attorney in the Brunini, Grantham, Grower and Hewes Law firm of Jackson, Mississippi, who discussed the topic, Legal Issues: Practical Solutions to ADA/Sec. 504. An ice cream bar, hosted by Allison Transmission, concluded the general session. Randy McLerran, Conference host and Oklahoma State Director, presided during the Fourth General Session which consisted of three concurrent breakout sessions. Topics discussed included the History and Future of Type A School Buses, NAPT Approved School Transportation Training Academy/Institutes and Strategies for Driver Recruitment and Retention. Mike Roscoe, Kentucky State Director, Sam Dixon, Texas State Director, and Barbara Goodman, Virginia State Director, moderated the sessions. The speakers, all experts in their field, included Fred Barrington, Mid-Bus, Inc., Bill Cloyd, Texas A&M University, Harold Grimes, Henrico County Schools (VA), Skip Frederickson, Greeneville County School District (SC), Fred Murphy, Polk County Schools (FL), and Jolene Hawkins, Ector County School District (TX). The session concluded with a tour of local school transportation facilities. The conference banquet hosted by Navistar International Transportation Corporation and with entertainment provided by Captain Jack Parker, noted humorist, ended the day's activities.

The Fifth and concluding general session was chaired by Barbara Goodman, Conference Historian and Virginia Director of Pupil Transportation. Don Tudor, South Carolina, and Marshall Casey, South Carolina, discussed the topics, Environmental Management and Maximizing Safety and Minimizing Liability in the Work Place.

After a break, Billy Crews, Alabama State Director, Ronnie Glover, Louisiana, and Derek Graham, North Carolina Director of Transportation, moderated a series of three breakout sessions on the following topics: Team Building, ASE Certification Status and Video Viewing of Snyder Bus Wreck, Handrail Recalls, Safety Belts on Large Buses, Rail-Highway Grade Crossing, etc. These presentations were made by Rich Grisham, Broken Arrow Schools, Oklahoma, Bill Schroyer, Florida Department of Education and Harlan "Ike" Pinkston, Jefferson County Schools, Kentucky.

The conference adjourned following the business meeting.
Dr. Barbara Goodman, Historian. 1996

YEAR	OFFICERS	CITY	STATE
1951	C. C. Brown, NC, Chairman J. Pope Baird, FL, Secretary & Pro. Chair.	Daytona Beach	FL
1952	C. C. Brown, NC, Chairman J. Pope Baird, FL, Secretary & Pro. Chair.	Greensboro	NC
1953	C. C. Brown, NC, Chairman J. Pope Baird, FL, Secretary & Pro. Chair.	Chattanooga	TN
1954	T Wesley Pickel. TN, Chairman	Biloxi	MS
1955	Note: National Conference Met Late In Year And The Association Did Not Meet		
1956	O.P. Richardson, AL, Chairman	Richmond	VA
1957	TH. Naylor, MS, Chairman	Mobile	. AL
1958	Raymond L. Wimbish, VA, Chairman John Vickers, KY, Secretary	Charleston	SC
1959	National Conference		
1960	John L. Vickers, KY. Chairman Ralph M. Hendrix, SC, Secretary C. C. Brown, NC, Program Chairman Ra]Ph M. Hendrix, Sc. Chairman	Austin	TX
1961	A.P. Smith, MS, Secretary J. Pope Baird, FL, Program Chairman	Savannah	GA
1962	J.L. Eidson, AR, Chairman J. Pope Baird, FI, Program Chairman A.P. Smith, MS, Chairman	Huntington	WV
1963	Joe T. Defoor, GA, Vice President Roy W. Walter. WV, Secretary Ralph Hendrix, SC, Program Chairman Joe T Defoor. GA, Chairman	Lexington	KY
1964	Roy W. Walter, WV, Vice President Louis A. Yandell, KY, Secretary Richard Cummins, TX, Program Chairman Richard M. Cummins, TX, Chairman	Hot Spring	AR
1965	Roy W. Walter, WV, Vice President Louis A. Yandell, KY, Secretary J.L. Eidson, AR, Program Chairman Roy W. Walter, WV, Chairman	Clearwater	FL
1966	John Maddox, GA, Secretary Dr. Ernest Farmer, TN, Chairman D.J. Dark, NC, Historian	Ashville	NC
1967	Louis A. Yandell, KY, Chairman	Nashville	TN

	John Maddox, GA, Vice President J.M. Thatch, MS, Secretary Louis Mcgee, AL, Program Chairman D.J. Dark, NC, Historian Dr. Ernest Farmer, TN, President		
1968	John Maddox, GA, Vice President Louis Mcgee, AL, Program Chairman D.J. Dark, NC, Historian	Virginia Beach	VA
1969	John Maddox, GA, President Milton Thatch, MS, Vice President Louis Mcgee, AL, Secretary G.W. Gilbert, VA, Historian J.M. Thatch, MS, President	New Orleans	LA
1970	Louis Mcgee, AL, Vice President Delphos Dark, NC, Secretary J.L. Eidson, AR, Program Chairman Roy W. Walter, WV, Historian	Biloxi	MS
1971	Louis Mcgee, AL, President Delphos Dark, NC, Vice President Harold Dacus, MS, Secretary Ralph Hendrix, SC, Program Chairman/Host	Charleston	SC
1972	Earl H. Wright, FL, Historian Delphos Dark, NC, President Harold Dacus, MS, Vice President Earl H. Wright, FL, Secretary G. Winston Gilbert, VA, Program Ralph Hendrix, SC, Historian Harold Dacus, MS, President	Huntsville	AL
1973	Earl H. Wright Secretary J.L. Eidson, AR, Program Chairman Richard M. Cummins, TX, Host L.E. "Jack" Platt, AL, Photographer Earl H. Wright, FL, President/Host	Austin	TX
1974	Ralph Hendrix, SC, Vice President R.A. Bynum, VA, Secretary Ed Bolling, AL, Program Chairman Joe L. Eidson, GA, Conference Coordinator Ralph Hendrix, SC, President	Orlando	FL
1975	R.A. Bynum, VA, Vice President Ed Bolling, AL, Secretary Ernest Farmer, TN, Program Chairman Charles Keenan, WV, Historian/Host Joe L. Eidson, GA, Conference Coordinator	Pipestem	WV
1976	R.A. Bynum, VA, President Ed Bolling, AL, Vice President	Dogpatch	AR

	Ernest Farmer, TN, Secretary-Treasurer		
	Charles Keenan, WV, Program		
	Gabe Gilley, TX, Historian		
	J.L. Eidson, AR, Host		
	Joe L. Eidson, GA, Conference Coordinator		
	Ed Bolling, AL, President		
	Ernest Farmer, TN, Vice President		
	Charles Keenan, WV, Secretary- Treasurer		
1977	Gabe Gilley, TX, Program Chairman	Lexington	KY
	J.L. Eidson, AR, Historian		
	Paul Jones, KY, Host		
	Joe L. Eidson, GA, Conference Coordinator		
	Ernest Farmer, TN, President		
	Charles Kennan, WV, Vice-Pres.		
1978	Gabe Gilley, TX, Secretary-Treasurer	Wrightsville	NC
	Paul Jones, KY, Program Chairman	Beach	
	Louis Alexander, NC, Historian/Host		
	Joe L. Eidson, GA, Conference Coordinator		
	Gabe Gilley, TX, President		
	Paul Jones, KY, Vice President		
	Leonard Cain, MS, Secretary-Treasurer		
1979	Norman Loper, AL, Program Chairman	Williamsburg	VA
	Jim Bohannon, AR, Historian		
	R.A. Bynum, VA, Host		
	Joe L. Eidson, GA, Conference Coordinator		
	Paul Jones, KY, President		
	Leonard Cain, MS, Vice President		
1980	Al King, GA, Historian	Nashville	TN
	Ernest Farmer, TN, Host		
	Joe L. Eidson, GA, Conference Coordinator		
	Leonard Cain, MS, President		
	Norman Loper, AL, Vice President		
1981	Jim Bohannon, AR, Secretary-Treasurer	New Orleans	LA
	Al King, GA, Program Chairman		
	Glen Bowman, LA, Historian/Host		
	Joe L. Eidson, GA, Conference Coordinator		

1982	Norman Loper, AL, President Jim Bohannon, AR, Vice President Al King, GA, Secretary-Treasurer/Host Glen Bowman, LA, Program Chairman Larry McEntire, FL, Historian Joe L. Eidson, GA, Conference Coordinator	Savannah	GA
1983	Jim Bohannon, AR, President Al King, GA, Vice President Glen Bowman, LA, Secretary-Treasurer Larry McIntyre, FL, Program Chairman Pat O'Dell, OK, Historian/Host Joe L. Eidson, GA, Conference Coordinator	Tulsa	OK
1984	Al King, GA, President Glen Bowman, LA, Vice President Larry McIntyre, FL, Secretary-Treasurer J. Pat O'Dell, OK, Program Chairman R.A. "Buster" Bynum, VA, Historian Joe L. Eidson, GA, Conference Coordinator	Charleston	SC
1985	Glen Bowman, LA, President Larry McIntyre, FL, Vice President R.A. "Buster" Bynum, VA, Secretary-Treasurer Paul T. Stewart, WV, Program Chairman B. Norfleet Gardner, NC, Historian Leonard Cain, MS, Host Joe L. Eidson, GA, Conference Coordinator	Biloxi	MS
1986	Larry McIntyre, FL, President R.A. "Buster" Bynum, VA, Vice-.President.-Treasurer Paul T. Stewart, WV, Secretary B. Norfleet Gardner, NC, Program Chairman Sam McCullough, GA, Historian Norman Loper, AL, Host Joe L. Eidson, GA, Conference Coordinator	Mobile	AL

	R.A. "BUSTER" BYNUM, VA B. NORFLEET GARDNER, NC, VICE PRESIDENT SAM MCCULLOUGH, GA, SECRETARY		
1987	LEONARD CAIN, MS, PROGRAM CHAIRMAN ERNEST FARMER, TN, HISTORIAN JOE L. EIDSON, GA, CONFERENCE COORDINATOR Norfleet Gardner, NC, President Sam McCullough, GA, Vice President Leonard Cain, MS, Secretary	ARLINGTON	TX
1988	R.A. "Buster" Bynum, VA, Treasurer Jack Edwards, TX, Program Chairman H. Nick Nicolosi, LA, Historian Larry McEntire, FL, Host Joe L. Eidson, GA, Conference Coordinator Sam McCullough, GA, President Leonard Cain, MS, Vice President B.J. Edwards, TX, Secretary	Key West	FL
1989	R.A. "Buster" Bynum, VA, Treasurer Wendell Bruce, KY, Program Chairman Melvin Krewall, OK, Historian Stewart M. Roscoe, WV, Host Joe L. Eidson, GA, Conference Coordinator Leonard Cain, MS, President B.J. Edwards, TX, Vice Pres. Wendell Bruce, KY, Secretary	Wheeling	WV
1990	R.A. "Buster" Bynum, VA, Treasurer Stewart M. Roscoe, WV, Program Chairman Charles W. Crews, AL, Historian Spence Holder, AR, Host Joe L. Eidson, GA, Conference Coordinator Charles W. Crews, AL, President Stewart M. Roscoe, WV, Vice President Spence Holder, AR, Secretary & Program Chairman	Hot Springs	AR
1991	R.A. "Buster" Bynum, VA, Treasurer Charlie Hood, FL, Historian Perry Watson, KY, Host Joe L. Eidson, GA, Conference Coordinator	Ft. Mitchell	KY

1992	CHARLES W. CREWS, AL, PRESIDENT STEWART M. ROSCOE, KY, VICE PRESIDENT SPENCE HOLDER, AR, SECRETARY R. A. "BUSTER" BYNUM VA, TREASURER CHARLIE HOOD, FL, PROGRAM CHAIRMAN NORFLEET GARDNER, NC, HISTORIAN & HOST JOE L. EIDSON, GA, CONFERENCE COORDINATOR	GREENSBORO	NC
1993	Stewart M. Roscoe, KY, President Spence Holder, AR, Vice President Charlie Hood, FL, Secretary R.A. "Buster" Bynum, VA, Treasurer/Host Norfleet Gardner, NC, Program Chairman Steve Williams, MS, Historian Joe L. Eidson, GA, Conference Coordinator Spence Holder, AR, President Charlie Hood, FL, Vice President Norfleet Gardner, NC, Secretary R.A. "Buster" Bynum, VA, Treasurer Steve Williams, MS, Program Chairman	Williamsburg	VA
1994	Cecil Dolin, WV, Historian Dr. Ernest Farmer, TN, Host Joe L. Eidson, GA, Conference Coordinator Charlie Hood, FL, President Norfleet Gardner, NC, Vice President Steve Williams, MS, Secretary R.A. "Buster" Bynum, VA, Treasurer Cecil Dolin, WV, Program Chairman	Gatlinburg	TN
1995	Donald Tudor, SC, Historian Sam McCullough, Jr., GA, Host Joe L. Eidson, GA, Conference Coordinator Steve Williams, MS, President Cecil Dolin, WV, Vice President Donald Tudor, SC, Secretary R.A. "Buster" Bynum, VA, Treasurer Sam Dixon, TX, Program Chairman	Savannah	GA
1996	Barbara Goodman, VA, Historian Randy McLerran, OK, Host	Oklahoma City	OK

	Joe L. Eidson, GA, Conference Coordinator L.E. "Jack" Pratt, AL, Official Photographer since 1973		
1997	Cecil Dolin, WV, President Don Tudor, SC, Vice President & Host Sam Dixon, TX, Secretary R.A. "Buster" Bynum, VA, Treasurer Dr. Barbara Goodman, VA, Program Chairman Derek Graham, NC, Historian Ron Moore, NC, Conference Coordinator for Exhibitors Marie Coleman, GA, Conference Coordinator for Delegates Donald Tudor, SC, President Sam Dixon, TX, Vice President Dr. Barbara V. Goodman, VA, Secretary R. A. "Buster" Bynum, VA, Treasurer Derek Graham, NC, Program Chairman	Greenville	South Carolina
1998	Regina Ginn, Mississippi, Host Bernard Sullivan, AL, Historian Ron Moore, NC, Conference Coordinator for Exhibitors Marie Coleman, GA, Conference Coordinator for Delegates Sam Dixon, TX, President Dr. Barbara Goodman, VA, Vice President Derek Graham, NC, Secretary Mike Roscoe, KY, Program Chairman	Biloxi	Mississippi
1999	Regina Ginn, Mississippi, Historian Joe Lightsey, AL, Co-Host Michael Bassett, AL, Co-Host R. A. Buster Bynum, VA, Treasurer Ron Moore, NC, Conference Coordinator for Exhibitors Marie Coleman, GA, Conference Coordinator for Delegates Dr. Barbara Goodman, VA, President Derek Graham, NC, Vice President Stewart "Mike" Roscoe, KY, Secretary	Huntsville	Alabama
2000	Regina Ginn, Mississippi, Program Chairperson Joe Lightsey, AL, Historian Charles Hood, FL, Host	Daytona Beach	Florida

	R. A. "Buster" Bynum, VA, Treasurer Ron Moore, NC, Conference Coordinator for Exhibitors Marle Coleman, GA, Conference Coordinator for Delegates Derek Graham, NC, President Mike Roscoe, KY, Vice President Regina Ginn, Mississippi, Secretary Joe Lightsey, AL, Program Chairman Charlie Hood, FL, Historian Sam Dixon, TX, Host		
2001	Charley Kennington, TX, Co-Host R. A. "Buster" Bynum, VA, Treasurer Allan Haggai, NC, Conference Coordinators, Exhibitors Craig Leonard, NC, Conference Coordinator, Exhibitors Marie Coleman, GA, Conference Coordinator, Delegates Stewart M. "Mike" Roscoe, KY, President Regina Ginn, Mississippi, Vice President Joe Lightsey, AL, Secretary Charlie Hood, FL, Program Chair Mike Simmons, AR, Historian	San Antonio	TX
2002	Wayne Clutter, WV, Host R. A. "Buster" Bynum, VA, Treasurer CONFERENCE COORDINATORS: Allan Haggai, NC, Exhibitors Craig Leonard, NC, Exhibitors Marie Coleman, GA, Delegates Joe Lightsey, AL, President Charlie Hood, FL, Vice President Charley Kennington, TX, Secretary Mike Simmons, AR, Program Chair Donald Tudor, SC, Historian	Charleston	West Virginia
2003	Kyna Koch, KY, Host R. A. "Buster" Bynum, VA, Treasurer CONFERENCE COORDINATORS: Allan Haggai, NC, Exhibitors Craig Leonard, NC, Exhibitors Marie Coleman, GA, Delegates Charlie Hood, FL, President Mike Simmons, AR, Vice President & Host	Lexington	Kentucky
2004	Charley Kennington, TX, Program Chair Donald Tudor, SC, Secretary Kyna Koch, KY, Historian	Hot Springs	Arkansas

	R. A. "Buster" Bynum, VA, Treasurer		
	CONFERENCE COORDINATORS:		
	Allan Haggai, NC, Exhibitors		
	Craig Leonard, NC, Exhibitors		
	Marie Coleman, GA, Delegates		
	Mike Simmons, AR, President		
	Charley Kennington, TX, Vice President		
	Donald Tudor, SC, Program Chairman		
	Kyna Koch, KY, Secretary		
2005	Joe Lightsey, AL, Historian	Charlotte	North Carolina
	R. A. "Buster" Bynum, VA, Treasurer		
	CONFERENCE COORDINATORS:		
	Allan Haggai, NC, Exhibitors		
	Craig Leonard, NC, Exhibitors		
	Marie Coleman, GA, Delegates		
	Charley Kennington, TX, President		
	Donald Tudor, SC, Vice President		
	Kyna Koch, KY, Program Chair		
	Joe Lightsey, AL, Secretary		
	Ben Shew, WV, Historian		
	June Eanes, VA, Host		
2006	R.A. "Buster" Bynum, VA, Treasurer	Hampton	VA
	Jaime Gallego, TX, Conference Photographer and Webmaster		
	CONFERENCE COORDINATORS:		
	Allan Haggai, NC, Exhibitors		
	Craig Leonard, NC, Exhibitors		
	Marie Coleman, GA, Delegates		

ADMINISTRATIVE PROFILES

ALABAMA

Alabama, like many of the southeastern states, can trace its beginning in pupil transportation to the very early 1900's. In fact, the first effort to transport children took place in Sumter County in 1912, when Mr. Ben L. Tew, the principal of a small one-room elementary school decided to close its door and transport his pupil by wagon to the larger elementary school in the nearby community of Ward, Alabama. The idea was embraced, though sometimes reluctantly, by the educational leaders in other communities; by the year 1915, the Alabama legislature took the appropriate action to legalize the expenditure of public funds for pupil transportation purposes.

The programs quickly caught on in communities all across the state. By the year, 1920, the state's county school systems were operating a total of 157 school vehicles, most of which were trucks with shop-made bodies. (Records confirm the operation of 123 trucks and 34 "horse-drawn" wagons.) By the early 1930's, the state Department of Education was

already prescribing construction standards to govern the operation of school buses and when the first National Standards Conference came forward with the standards for an all-steel bus, Alabama was one of the first states to adopt them.

Things moved quickly in the decades to follow and much of the credit for its success, as one would expect, can be attributed to the quality of its leadership. Men of the caliber of J. Pope Baird (1941-1946), who was later to provide direction to the Florida programs from the state level, D. P. Culp (1946-1948), who was destined to distinguish himself in the field of Higher Education, O. P. Richardson (1948-1963), Lewis McGee (1963-1976) and, more recently, Norman Loper (1976) deserve much of the credit for the state's success in pupil transportation. Thanks to their leadership, the state legislature has remained sensitive to their needs and funding and legislation has been provided and enacted to the extent that its 435,000 transported children are assured of safe, efficient and economical transportation service.

Mr. Billy Crews was appointed to succeed Mr. Norman Loper who retired from the Department of Education in 1988. Mr. Crews has proven to be a tireless administrator as evidenced by his many accomplishments in program service. Largely through his efforts, Alabama's school districts are receiving state funds to replace their pre-DOT buses, full funding for their operational expenditures and state-level administrative services to meet many of their local program needs.

ARKANSAS



Pupil transportation in Arkansas officially dates from the year 1919, when the state legislature authorized local boards of education to expend district funds for pupil transportation purposes. The modest allocations were limited to the transportation of children living two or more miles from school in districts with townships of 10,000 or fewer residents. The action, though historically significant and long overdue, nevertheless, left many children in need of transportation to their high school attendance centers; consequently, the parents of five of these children living near the township of Murfreesboro met for the purpose of providing their children with transportation service. The action of these Pike County residents gained the attention of residents in other school districts. Word of their success was echoing throughout the more remote areas of the state. As more and more families placed wagons in service, the more enterprising began to experiment with modernization practices that would ultimately replace the primitive wagons with motorized means of transportation.

The metamorphosis of the all steel school bus was slowly taking form but it would be more than twenty years before it could be completed. The horse drawn wagon, for example, would not be discarded as a unit of pupil transportation in most county school districts until the decade of the twenties had passed into history. The demise of the wagon would result in the development of motorized equipment utilizing shop made bodies mounted on flat bed trucks. They, too, would establish their right to a place in the early history of pupil transportation in Arkansas before giving way to the all steel unit that would come into prominence at the conclusion of the thirties. The emergence of the all steel unit as the dominant means of transportation signaled the completion of the metamorphosis and, for the first time, provided children with more than just a means of getting to and from school - they were assured of both safe and efficient transportation service.

The Arkansas State Department of Education was destined to play an important role in the development of pupil transportation service. In 1946, Mr. A. B. Weatherston, a prominent Arkansas educator and advocate of pupil transportation, assumed responsibility for this phase of the public school program. He relinquished this responsibility to Mr. J. L. Edison in 1948, who brought the struggling program to a place of national prominence before retiring in 1977, after a long and illustrious career.

Mr. Jim Bohannon, his successor and a former classroom teacher, coach and school administrator, is gaining stature in his own right as a leader in the area of pupil transportation. He is, as were his predecessors, deeply committed to the task of upgrading the quality of pupil transportation throughout the State of Arkansas.

Mr. Jim Bohannon served with distinction until his retirement in December, 1987. He was succeeded by Mr. Spence Holder in March of 1988. Mr. Holder's experience as a school administrator includes 8 years as a high school principal and three years as the Secondary Curriculum Supervisor for the Arkansas Department of Education. He is committed to improvements in pupil transportation at all levels of program service as evidenced by the state's excellent school bus safety record.

FLORIDA



Transportation in Florida had its beginning in 1898 when a fleet of horse-drawn wagonettes were purchased to bring rural children to schools in Jacksonville. Local boards of education in other districts initiated similar programs but the state did not provide technical or financial assistance until the year 1931. At that time, a portion of the State Teachers Salary Fund was set aside for pupil transportation and, for all practical purposes, increased levels of state support seemed imminent. Several years were to pass. However, before transportation service was to obtain the administrative and financial support it deserved. It was not until 1937, that the Florida Legislature recognized the need for a new school code; it would be another two years before the Code would become law. The wait, however, would be worthwhile because the Code would address school bus specifications and direct funding for student transportation, something that had been too long coming.

During the 1936-38 Biannual, the State Department of Public Instruction recognized the need to provide state level assistance in the area of transportation. The first staff member was Mr. Paul Eddy, a School Surveys Specialist within the Division of Administration and Finance. Mr. Eddy would offer consulting services in pupil transportation to local district personnel until school transportation became a separate function within the Division of Administration and Finance.

In 1946, Mr. J. Pope Baird was hired as the state's first Supervisor of Transportation. The state and its many school districts prospered under his leadership. During his twenty-six year tenure, he was instrumental in developing school bus standards for the state, played a major role in the organization of the Southeastern States Pupil Transportation Association, assumed leadership roles in each of the National School Bus Standards Conference and was widely recognized for his prominence and success in advancing the cause of pupil safety. He retired from active service in 1972.

Mr. Earl H. Wright was appointed Administrator of the School Transportation Section for the Department of Education when Mr. Baird retired. He, too, brought many years of experience to the Department and performed admirably throughout his service to the state. During his tenure, which began in 1966, he worked continuously to improve the quality and safety of school buses in Florida. At the time of his death in 1981, he was serving as the Chairman of the Vehicle Standards Committee for the Ninth National Conference on School Transportation.

Mr. Larry H. McEntire, a staff member in the Florida Department of Education, was appointed Administrator of the School Transportation Management Section in 1981. He joined the Department in 1975 and had previously served in the area of driver training, school bus specifications, and purchasing before assuming state level responsibility for pupil transportation in Florida's many progressive school districts.

Mr. Charlie Hood assumed responsibility for pupil transportation in 1989. The state, under his leadership, implemented numerous improvements in program service, including a new incentive-oriented student transportation funding formula, more stringent school bus specifications, criminal background checks of bus driver applicants and certification

requirements for school bus inspectors. Florida is known for its innovative approach to resolving program-related problems BEFORE, rather than AFTER, they develop.

GEORGIA

Pupil transportation for some Georgia children began in the 1880's. A "stable and transportation" account in the Bibb County budget records and the employment of a mule team to transport children in Twiggs County during this period confirmed that transportation was crucial in providing equal educational opportunities for these children. In 1919, the legislature authorized county boards of education to transport children on vehicles with wooden bodies mounted behind the cabs of long frame trucks. Flexible canvas rolled on a long pole provided the sides which were needed to keep out the unwanted rains and wind. In 1935, a bill was introduced in the legislature to set minimum standards for school buses, but the only part of the bill to pass were the words, "School Bus", which were to appear in six-inch letters on the front and rear of each bus.

Since school transportation was considered a local, district, or county responsibility, the state assumed no responsibility for transportation service until the year 1926. In 1937, the Seven Months School Law was enacted. It required the State Department of Education to assist county boards of education financially through an equalization fund based on the Type of equipment, number of students transported, number of miles traveled, and the road conditions over which the children were to be transported. This action was followed in 1942, by the appointment of Mr. Claude Purcell as assistant director of administrative services who was later to become the first director of pupil transportation services in the state. Since the early 1950's, the State Board of Education and the State Department of Education have been exercising positive leadership in the area of school transportation. In 1954, the State Department of Education employed a full time staff consultant. Later, some secretarial staff was added. Mr. Joe T. Defoor (1960-1965), Mr. John Maddox (1965-1972),

Mr. Roy Johnson (1972-1976), Mr. Paul Wills (1976-1977) and Mr. Al King (1977-1984) served as transportation program directors. Beginning in 1984 and continuing at the present time, the pupil transportation staff, under the direction of Sam McCullough, includes an administrator, six area consultants, and two secretaries. Their assignments include responsibility for determining the regular, vocational, and special education earnings of local education agencies, conducting surveys of current transportation practices, instructing bus drivers and mechanics on proper driving and maintenance procedures, and providing consultative services for all transportation-related problems.

Mr. Sam McCullough, Georgia's Director of Pupil Transportation, is assisted by a staff specialist, five consultants and a secretary. Program assignments include responsibility for determining the extent of state-level transportation funding for local education agencies in the areas of vocational, special education and regular K-12 education. He is also responsible for conducting school bus driver training clinics, mechanic workshops, bus specifications and a wide range of consultative services in other pupil transportation-related services.

KENTUCKY

Small one and two room school houses dotted the countryside throughout the State of Kentucky at the turn of the century and many children were reaching adulthood without the benefit of an education. The matter, however, was receiving the attention of some prominent educators including Mr. James H. Fugua, State Superintendent of Public Instruction, who stated in his biannual report to the Governor on December 14, 1907, that "what is desired and what will be entirely feasible under the County Board System is the consolidation of these small districts into one" The General Assembly, acting upon his recommendation, passed the County School District Law in 1908.

Shortly after this historic act (1910) transportation was initiated as a service to the children attending the Mayslick Consolidated School. Two years later, the Mason County Board of Education was operating seven \$165 wagons over routes of five miles in length and paying drivers \$40 per month to operate them. Their source of funding: a board levied tax of twenty cents. By 1913, the wagons were being replaced with motorized vehicles and more school systems were providing transportation because of the continuing emphasis on school consolidation. The last school wagon, however, would not disappear from the state's roadways until 1953, a time when all 120 of the state's school systems would have transportation programs in operation.

In 1948, the Division of Pupil Transportation was established as a component of the Kentucky Department of Education. Its staff has functioned under the leadership of nine directors of pupil transportations, each, of which, has been recognized for their contributions to the cause of pupil safety, program efficiency, and operational economy. By 1960 169 of the state's 211 school districts were operating state approved programs of pupil transportation. The purchase of school buses in these districts was augmented with legislation enacted in 1956 requiring the State Department of Education to secure price contract agreements for use by local boards of education. The end result of this legislation was "to assure that Kentucky's students would be transported on school buses - with the most complete and up-to-date safety features available."

The struggle for excellence in Pupil Transportation service is a continuing process but the results become more promising with the passage of time. The state has come a long way since the first wagon delivered its first pupil load to Mayslick Consolidated School. Drivers are better trained, equipment specifications have been upgraded and school officials are better prepared to meet their professional obligations on a day to day basis. Thanks to the pioneering efforts of men like Marvin Dotson (1948-1951), John Vickers (1951-1960), Robert Forsythe (1960-1961), Lewis Yandell (1961-1975) and other professionals like Paul Jones (1975-1984), Sam Jackson (1984), Don Fightmaster (1984-1985), and Wendell Bruce (1985-1990) had, and have, the obligation to contribute to the state's unexcelled growth in pupil transportation.

Mr. Mike Roscoe, the state's current Director of Pupil Transportation, is only the second person to have served as program director in two different states. He resigned his directorship in the West Virginia Department of Education to assume the position vacated by the retirement of Mr. Wendell Bruce. Since joining the Kentucky Department of Education, he has been instrumental in effecting many significant changes in the state's program of pupil transportation service.

LOUISIANA

Transportation for Louisiana's school children had its origin in a cyclone which destroyed a school in Lafayette Parish in 1902. Because a delay was necessary in erecting a new building, members of the parish school board furnished, at their own expense, a wagonette to transfer children to a school six miles away. The project was so successful that the board decided not to rebuild the demolished school, but to continue operating the wagonette at public expense. Comparable disasters such as hurricanes, tornadoes, floods and fires contributed to the consolidation of schools and transportation for children in other parishes within the state.

The State Superintendent of Education recommended, in his 1904-05 report, that it would be better to transport children in sparsely settled districts to consolidated schools than it would be to multiply the number of one-teacher schools. This paved the way for a renewed emphasis on pupil transportation, and when service began, the most frequently utilized vehicle was a light wagon or wagonette with a seating capacity of twelve to fifteen children. It was not at all unusual, however, to observe plantation owners transporting children in cane carts in the cane areas of South Louisiana.

This practice continued until 1911-12, when the State Superintendent reported that many parishes had adopted a system of transportation that, in effect, would eliminate the school wagon. The plan required the parents to provide transportation for their children and the school board to reimburse them monthly based on the child's average attendance in school. This, however, proved impracticable and only lasted a few years.

Modern buses in Louisiana could not advance beyond improvements in the highway system. The building of gravel roadways during the 1920's opened up much of the state to transportation, but it was the construction of paved highways, which began under the Huey P. Long administration in 1928 and continued into the 1930's, that moved Louisiana "out of the mud" and revolutionized transportation in the state. Good roads, as expected, hastened the demand for good school transportation service and the introduction of the first all-steel bus body, which was manufactured in the Nabor's Bus Body Plant located in Mansfield, Louisiana around 1936, signaled the eventual demise of those school buses with their shop-made bodies.

From that date forward, pupil transportation made great strides in Louisiana. In 1932, the state began to subsidize the transportation of elementary and secondary pupils. In 1936, the number of pupils transported had increased to 127,333 at a per pupil cost of \$14.94. In 1986, the number had increased to 580,966 at a per pupil cost of \$221.97.

Current efforts in bus transportation in Louisiana are aimed at reducing program expenditures without compromising pupil safety. The pupil transportation staff is going to find the road to success still difficult but a lot easier to travel because of the efforts of men like Reed Stephens (1967-1974), John Deborge (1974-1977), Glen Bowman (1977-1985) and Louis J. Nicolosi (1985~88).

Mr. Eddie L. Stephens, the state's newly appointed Director of Pupil Transportation, is a firm believer in a strong state and LEA partnership. He has been successful in upgrading the quality of both in-service and pre-service training for LEA program personnel. During his relatively short tenure in the Department, he has developed and established a more professional relationship between the State Agency and its member parishes.

MISSISSIPPI



A program of improved transportation for Mississippi began in 1944 when the legislature passed a law authorizing school districts to purchase and to operate school buses. New transportation laws were passed in the extraordinary legislative session of 1953. At that point, Pupil Transportation was placed in the Minimum Foundation Program, and school districts began to receive funds based on the ADA transported.

The basic concept for the allocation of funds was developed by the State Department of Education, and the formula has remained intact since that time with only minor revisions.

T. H. Naylor was Director of the Division of School Building and Transportation at the time transportation was made a part of the Minimum Foundation Program and was primarily responsible for the implementation. He was director from 1947 until 1957, at which time he was appointed Executive Secretary of the Educational Finance Commission, a position he held until his retirement in 1974. Mr. Naylor was a charter member of the Southeastern States Pupil Transportation Conference. A program for training of school bus drivers was started in the summer of 1945 under the leadership of the State Department of Education. After the passage of new legislation in 1953, funds were made available for the training of all bus drivers, and they were required to be properly certified before being permitted to drive a bus. This program continues to be in effect today. Assisting Tommy Naylor was A. P. Smith. He was division director from 1957 until his retirement in 1968. Mr. Smith and Mr. Naylor were outstanding county superintendents of education before becoming associated with the State Department of Education and Pupil Transportation Services. Prior to joining the staff of the Division of School Building and Transportation in 1958, J. M. Thatch was County Superintendent of Education in Lowndes County. He was Supervisor of Pupil Transportation until 1968, at which time he was appointed director of the division. Mr. Thatch remained in this leadership role until his untimely death in 1973.

Harold Dacus was employed by the State Department of Education in the Division of School Bus Idling and Transportation in 1966 as Supervisor of Transportation Services. He served in many leadership roles, including the President of the National Association of State Directors and the National Standards Conference Writing Committee. He made many valuable contributions to the Southeastern States Pupil Transportation Conference. Mr. Dacus retired from his position in 1986.

In 1970 W. L. (Mickey) Corban became a member of the Pupil Transportation Services staff as Assistant Supervisor of Pupil Transportation. He was later promoted to the position of Supervisor of Transportation, Field Services and Bus Driver Training. Mr. Corban worked in this capacity until 1981 when he resigned his position to accept employment with one of the bus body companies.

Leonard Cain joined the Division of School Building and Transportation, State Department of Education, in 1966, after having served as teacher, coach, and principal at the local level. His initial duty was Supervisor of Driver and Safety Education. After the death of Mr. Thatch in 1973, Mr. Cain was appointed division director.

Effective July 1, 1990, the Department of Education combined the divisions of School Buildings and Pupil Transportation into the Bureau of School Buildings and Transportation. Mr. Leonard Cain was appointed to the Directorship of the Bureau. Mr. Steve Williams, who joined the department in 1986, was appointed to succeed Mr. Cain as the Director of Pupil Transportation. When Mr. Cain retired from the department on June 30, 1994, Mr. Williams was elevated to the Director of the Bureau. He was succeeded by Ms. Regina Ginn who assumed her duties on August 1, 1995.

NORTH CAROLINA



In North Carolina, as in other states, public-supported pupil transportation service began rather sporadically and was largely attributable to the initiative of local units. The state, for example, never committed the use of public funds to pay for pupil transportation costs until 1911; however, no immediate rush was made to take advantage of this permissive legislation because of the inferior quality of many roads; the absence of desirable school bus construction standards and a number of other factors of equal importance.

For all practical purposes, Pupil Transportation was provided at the discretion of the local board of education which assumed full responsibility for its program efforts until the year 1931. At that time, the General Assembly directed the State Board of Equalization to make a thorough study of current programs and charged it with responsibility for the development and adoption of regulations to govern an overall program of service. As a result of that action, more and more school boards began to express an interest in pupil transportation. In 1933, the state assumed a large part of the responsibility for providing a minimum program of pupil transportation.

The effort initiated by the State Board of Equalization has continued under the direction and supervision of the State Board of Education which has been able to attract men of many talents and years of experience to administer the program of service. The state's first director, C. C. Brown was named in 1950 and drew national attention to the state with his utilization of high school students as school bus drivers. Mr. Brown was selected as the first Chairman of the Southeastern States Pupil Transportation Conference, serving in that capacity for three successive years. Since his tenure as state director which ended in 1967.

North Carolina has had five State Directors, each of which has made numerous contributions to the program of service. D. J. Dark (1967-1974), Lewis Alexander (1974-1979), W. F. "Bill" Tillett (1979-1981), and Dallas G. Whitford (1981-1983) provided the leadership that was needed to protect the state's rich heritage in pupil transportation. In 1983, B. Norfleet Gardner became the state's current director and has proven, time and again, his ability to keep pupil transportation on the move toward bigger and better things.

Mr. B. Norfleet Gardner was recognized as a master school transportation administrator. During his twelve year tenure as Director of Pupil Transportation, North Carolina successfully dismantled its student bus driver force in favor of an all-adult driver force. He automated the state's 100 school bus garages with an on-line vehicle fleet management system and, ably assisted by Mr. Derek Graham, who was to succeed him as Director of Pupil Transportation upon his retirement in 1995, established a computerized school bus routing system in each school system in the state.

OKLAHOMA



State involvement in pupil transportation in Oklahoma was virtually nonexistent in the early years. Local boards of education regulated their own transportation. No minimum standards were in effect. Driver training, vehicle inspection, and funding were taken care of by local boards.

In 1939, W. A. Obuch assumed responsibility for pupil transportation service. He, in turn, was followed by Wesley L. Camp, who, in 1944, became the Administrator of Transportation and Annexation for the State

Department of Education. Improvement in school bus transportation started to take shape during his seventeen (17) year tenure.

During the years (1962-1974) that Frank Duke served as the Transportation Administrator, many new programs were adopted by the State Board of Education. His leadership was highlighted with the adoption of federal and state minimum school bus standards. He was also responsible for improvements in driver training, vehicle inspections, and equipment maintenance and is generally credited with obtaining substantial increases in the state's pupil transportation allocation.

Bill Starr assumed responsibility for the program in 1975, and is credited with adding even greater improvements in minimum school bus standards as well as promoting the organization of the Oklahoma Association for Pupil Transportation.

From 1980 to the present, the responsibility for pupil transportation has continued with an awareness and concern for the safety of children that ride our school buses.

J. Pat Odell, who served from 1980 through the 1983 school year, is credited with many improvements in program service and his successor, Melvin Krewall, is also making his presence known throughout the state and the country as an effective pupil transportation administrator.

The Oklahoma Department of Education was reorganized and downsized during March of 1991. The entire pupil transportation section was eliminated with the exception of the position of State Director and an administrative assistant. Mr. Randy McLerran, a twelve year specialist for pupil transportation within the department, was appointed Director of Pupil Transportation. He is responsible for providing local school districts with driver training and certification services, updates of school bus specifications and the dissemination of information essential to improvements in school bus safety.

SOUTH CAROLINA



Prior to 1951, transportation was handled entirely by the local school districts with only a token reimbursement from the State. A few of the state's 1,800 school districts had adequate transportation programs but most did not. This, however, changed in 1951, with the creation of the State Educational Finance Commission. This action of the General Assembly enabled the State to: 1) assume full responsibility for school buildings and transportation, 2) consolidate the largely ineffective school districts into 92 more efficient and manageable ones, 3) enact its first sales tax, which was used to fund the school building and transportation program, 4) purchase approximately 1,800 school buses of various sizes and descriptions from the school districts, and 5) assume the responsibility for the maintenance, fueling, replacement and addition of buses to the school bus fleet.

Mr. Ralph Durham was selected in 1951 as the first Director of Transportation with the Educational Finance Commission. He served in this capacity until his retirement in 1958. After retirement, he served as a member of the Educational Finance Commission for several years and in 1964, returned to active service as the Director of the Educational Finance Commission. In 1965, the Educational Finance Commission was consolidated with the State Department of Education. Two years later, Mr. Durham was named Deputy Superintendent for Finance and Operations and served in this capacity until his second retirement in 1974.

Ralph M. Hendrix assumed the position of Director of Transportation upon Mr. Durham's retirement in 1958. Mr. Hendrix had taught in the public school and worked with the State Department of Education in the Veterans Training Program prior to becoming Assistant Director of Transportation in 1953. Mr. Hendrix served continuously as Director of Transportation from 1957 to 1989.

The position, Director of the Office of Transportation, has not been filled since Mr. Hendrix retired in 1989. In 1990, Mr. Donald N. Tudor assumed the position of Senior Executive Assistant, Division of Support Services, and a position that is responsible for providing department of education services to school districts in the areas of facilities management, food services and school transportation. Mr. Tudor spends the majority of his time administering the state's unique school transportation program. He oversees the operation of the state-owned fleet of 6,000 plus school buses and manages a state-wide fleet maintenance program in forty-five maintenance facilities. His office also provides school districts with technical assistance including school bus driver training and certification. Local school districts, in turn, are expected to manage the daily delivery of students to and from school; the State Department of Education assumes responsibility for seeing that school buses are available for operation in a safe and cost efficient manner.

TENNESSEE



State level involvement in pupil transportation in the State of Tennessee was non-existent until the 1938-39 school year. Prior to that time, all aspects of program service were regulated through the official actions of local boards of education. Equipment specifications, when available, were minimal by even the most liberal standards of judgment. The same, of course, could be said for driver training, vehicle inspections, supervision of program personnel, the maintenance of equipment, and, most notably, funding for program service.

The State Education Department was reorganized in 1929. All support services were provided through the Division of School House Planning. Mr. Bill Shoulders was given a temporary assignment as a school bus inspector in 1939. He continued to discharge his assignment until J 943. At that time, he returned to his duties in the area of Finance where he remained until his retirement.

Mr. T. Wesley Pickel was named in 1943 to head the newly created division of School Plant and Pupil Transportation. During his twenty year tenure he assumed a number of leadership positions culminating in his promotion to Assistant Commissioner of Special Services in J 962. At that time, he officially relinquished his responsibilities in Pupil Transportation which, for all practical purposes, had been discharged since 1958 by Ernest Farmer, a former teacher, coach and elementary school principal, who had joined the department as a Veteran's Education Training Supervisor in 1955. That same year, (1962) Farmer became the state's first official Director of Pupil Transportation. He continued to serve in this capacity until his retirement in 1995.

The position, Director of Pupil Transportation, has not been filled since Dr. Farmer retired after forty years of state level service, thirty-seven of which were in pupil transportation.

Driver training and school bus inspection is presently conducted by the Pupil Transportation Division of The Tennessee State Department of Safety. School bus specifications and transportation rules and regulations remain the responsibility of the Tennessee State Board of Education. The State Board of Education created a Pupil Transportation Advisory Committee for school transportation issues. Larry Riggsbee, Executive Director of the Tennessee State Association is the Chairman of the State Advisory Board. Larry has represented Tennessee at the Southeastern States Conference meetings since Dr. Farmer retired.

TEXAS



Public school transportation was initiated in Texas during the 1911-12 school year. The Biannual Report, covering the years 1908~ 19 J 2, contains the following data:

"Transportation of school children at public expense is already in operation in this State. In each of three counties an entire school of twenty-five pupils was transported during the year 1911-12 to a large consolidated school wherever tried it has been found satisfactory in every respect. The next twelve months will witness the practice in probably more than a dozen

counties."



Considerable progress was recorded in program service in the years to follow but the program received its greatest impetus from the enactment of Senate Bill 116 which authorized the county superintendent and county board of trustees to set up the most economical systems of transportation possible. Those working with the bill estimated that 325,000 pupils would be transported during the 1949-1950 school year at a cost of \$11,400,000. The bill also mandated that the county would be the unit for administration and an advisory committee was formed to do further work on the

administration section of the act. The Finance Division was required to work out the annual approved cost.

Many of the bus routes in Texas at this time were "contract" routes. Texas Education Agency Bulletin 559, published in July, 1954 was adopted to permit greater economy in program service. It reads as follows:

"Additional (new) contract bus routes will not be approved. All new equipment should be owned or operated by the district or county. Contract operators may continue service until their present buses are no longer serviceable or safe for transportation purposes. They must not purchase new equipment."

Public school transportation has grown steadily in the last thirty-eight years as evidenced by the fact that routes are supported with state funds. They include: Regular; Regular Private; Kindergarten; Handicapped District; Handicapped Private; and Vocational Education. The state totals for the 1985-1986 school year confirm the presence of 21,177 approved routes. Texas school buses transport nearly 1,000,000 pupils over approximately 1,000,000 miles per day on these routes which is approved for over \$180,000,000 in state funds.

The following individuals have served in the capacity of Director of Pupil Transportation with the Texas Education Agency: Leon R. Graham (1951-1955); C. E. Boyd (1955-1960); Richard M. Cummins (1960-1974); Gabe A. Gilley (1974-1985); B. J. Edwards (1985-1991), and Earl Tipton (1991-1993). All have made significant contributions to the success of the state's programs of pupil transportation service.

The demands for pupil transportation service in the State of Texas continued to expand at an accelerated rate. The state is currently providing service for 1.2 million pupils at a cost of more than 260 million dollars in state funds. The Texas Education Agency provides a variety of services to its local school districts under the direction of Sam Dixon who succeeded Earl Tipton in 1993 as the state's Director of Pupil Transportation.

VIRGINIA



The first official public school transportation program in Virginia began with the use of covered wagons in 1902. By 1920, fifteen of the 100 counties had begun a program. In 1922, consolidation within the counties began; by 1930, 57 county school transportation programs were in operation. The Board of Education left transportation to the judgment and discretion of local school boards but in 1926, it promulgated some requirements for school bus drivers. By 1938-39, 2,373 vehicles, including only one horse-drawn wagon. Were in use. Today (1987), approximately 10,000 approved school buses, of which 97% are school owned, are in operation on a regular route basis. The service has grown to the extent that transportation is now available for extra-curricular activities. Magnet schools, summer schools and schools for the gifted, as well as, the handicapped and state schools for the deaf and blind.

State funding for school transportation began in 1930 and after rising to about 60% of local cost. The state average is currently about 30% of total operational cost, or about 24% when cost of replacement of buses is included. The Board of Education first promulgated school bus standards in 1928; in 1939 it patterned them after the new national recommended standards. Since that date, Virginia has been issuing annual specifications and requiring prior approval of any modification, change in style. Or additional equipment on buses. In 1950, the Department of Education staff began annual school bus inspections and in 1986 extended such requirements to include all vehicles used for the transportation of pupils to school related events. At the same time, a more formalized state program for inspection and the maintenance of buses was required at the local level.

Organizationally, two itinerant state instructors for school bus drivers were employed in 1942 at the request of the U.S. Office of Defense Transportation. In, 1946, the Department established a Pupil Transportation Service under the immediate supervision of Mr. Raymond L. Wimbish who was very dedicated to the development of a better school bus. In later years, he invented the first known school bus traffic warning light system. Mr. Wimbish was ably assisted by G. Winston Gilbert, a long time employee within the Department who also made many fine contributions to the program. When Mr. Wimbish retired in 1972, he Was succeeded by R. A. "Buster" Bynum, a member of his staff who had ten years of experience in Pupil Transportation at the state level and seven years as a local supervisor of transportation.

In 1991, R. A. "Buster" Bynum retired after more than thirty years of state-level service in pupil transportation with the Virginia Department of Education. Dr. Barbara V. Goodman, a member of the staff since 1989, was appointed as the Associate Director. Mr. Bynum continues to assist local school systems with routing, reorganizations and other pupil transportation related projects.

Since 1991, Dr. Goodman's staff has been reduced by 48 percent. Currently, all fleet assessments, bus driver training clinics, bus specification updates, school bus accident report evaluations and a host of other operational tasks are being conducted by three professional staff members.

WEST VIRGINIA



A number of school districts had been transporting children to public schools in West Virginia before the legislature passed the County Unit Law in 1933. School consolidations were largely responsible for this innovation but it was not until the 1934-35 school year, that Section 13, Article 5, Chapter 18 of the West Virginia Code was enacted to permit the expenditure of public funds for Pupil Transportation purposes.

School transportation moved at a rapid pace with the enactment of this legislation. On June 20, 1934, the State Board of Education, the Commission of Motor Vehicles and the Department of Public Safety adopted Rules and Regulations for School Transportation. Four days later, the State Board of Education approved "Standards for the Design and Equipment of School Buses". These Regulations and Standards, though somewhat primitive by today's standards, were, nevertheless, a positive indication of the state's determination to provide safe and efficient transportation for its school age children.

Certain statistics depicting the growth in pupil transportation are too significant to be taken for granted. During the 1933-34 school year, three hundred ninety three of the school buses in 54 of the state's 55 counties were owned by county boards of education. In 1934-35, more than ninety-nine percent of the state's transported pupils were riding in public owned vehicles. In 1935, legislation was enacted to permit county boards to purchase insurance against the negligence of bus drivers. The same coverage was also required of private contract operators.

The enabling legislation was designed to facilitate the consolidation of schools and to accommodate children living beyond a reasonable walking distance of school centers. Consolidation has continued throughout the years but few counties are limiting service since the emphasis seems to be toward "more riding and less walking". Since 1945, transportation service has been extended to include a wide range of extra-curricular activities including band, athletic and literary activities. In the late 70's legislation was even enacted to permit the use of school buses for the Commission on Aging, provided it was at no direct cost to the school system.

Safety has continued to figure prominently in decisions designed to improve the quality of service. In June 1934, the State Board of Education enacted regulations governing the purchase of school buses. In 1938, the State Police initiated state-wide inspections; in June 1939, the state board issued an order to assure compliance and to require teachers, principals and bus operators to instruct transported children in safe riding practices. In 1978, the board also acted to prevent the overcrowding of buses and to establish its own inspection program when State Police inspections were discontinued. Any vehicle component malfunction resulted in a "grounded" vehicle until the deficiency was repaired. Regulations were also revised at five year intervals and school bus "Standards" were "restructured" every two and one-half years. The end result has been a safe school bus operation and the likes of such administrators as Paul Boggs, Paul W. Swope (1953-1956), Roy Walters (1957-1972), Charles Keenan (1972-1978), Paul Stewart (1978 to 1986), have all contributed significantly to this progress. Pupil transportation service is administered by the current Director of Transportation, Cecil Dolin, who succeeded Mike Roscoe in 1991. The Department, under Mr. Dolin's direction, continues to provide its local school districts with a variety of pupil transportation services including bus routings, driver training clinics, bus

specifications, accident investigations and bus inspections. Mr. Dolin, as has each of his predecessors, contributes significantly to the safety afforded West Virginia's transported children.

The end result has been one of the safest and best equipped school bus operations in the United States and the likes of such administrators as Paul Boggs, Paul W. Swope (1953-1956), Roy Walters (1957-1972), Charles Keenan (1972-1978), Paul Stewart (1978-1986), Mike Roscoe (1986-1991), Cecil Dolin (1991-1997), and Wayne Clutter (1997-2004), have all contributed significantly to this progress.

Pupil transportation service is administered by the current Director of Transportation, Ben Shew, who succeeded Wayne Clutter in 2004. The Department, under Mr. Shew's direction, continues to provide its local school districts with a variety of pupil transportation services including bus routing, driver and mechanic training clinics, bus specifications, accident investigations and bus inspections. The Department of Education, with the assistance of the West Virginia Association of Pupil Transportation continues to sponsor one of the oldest state conferences in the United States. This year will be the 64th annual conference.

Conference Photos

1976 Dog Patch, Arkansas



1980 Nashville, Tennessee



1982 New Orleans, Louisiana



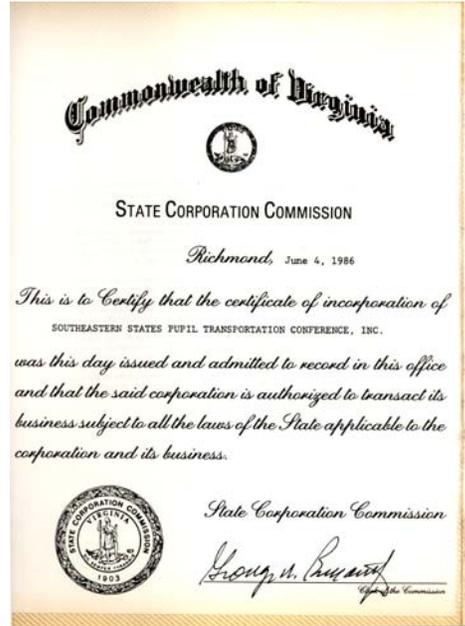
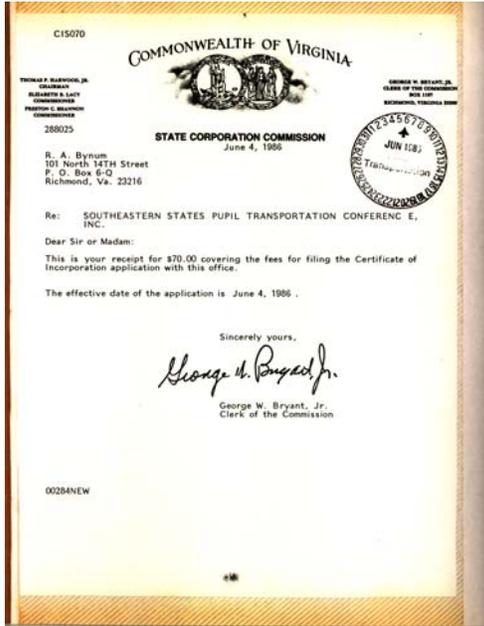
1983 Tulsa, Oklahoma



1985 Charleston, South Carolina



1986 Incorporation Commission



1986 Mobile, Alabama



1987 Arlington, Texas



1988 Key West, Florida



1989 Wheelings, West Virginia



1990 Hot Spring, Arkansas

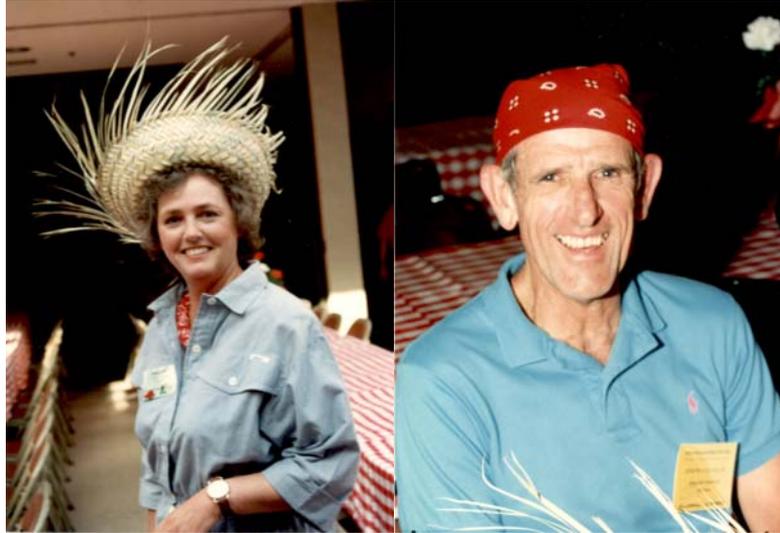


1991 Fort Mitchell, Kentucky



1992 Greensboro, North Carolina





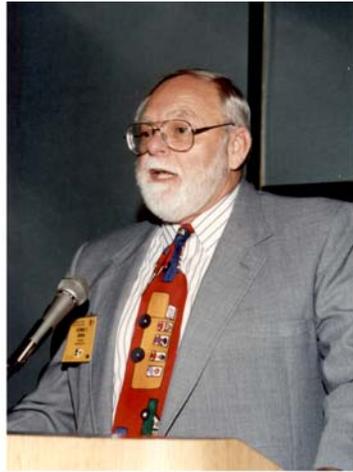
1993 Williamsburg, Virginia



1994 Gatlinburg, Tennessee



1995 Savanna, Georgia



1996 Oklahoma City, Oklahoma







**SOUTHEASTERN STATES
PUPIL TRANSPORTATION
CONFERENCE**



**PRESIDENT'S CASINO BROADWATER
RESORT
BILOXI, MISSISSIPPI**

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2000 Dayton Beach, Florida



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