University of New Mexico

UNM Digital Repository

Teacher Education, Educational Leadership & Policy ETDs

Education ETDs

5-16-1939

Public Ownership Versus the Contract System in School Bus Transportation

Walter Schumann

Follow this and additional works at: https://digitalrepository.unm.edu/educ_teelp_etds

Part of the Educational Administration and Supervision Commons, Educational Leadership Commons, and the Teacher Education and Professional Development Commons

Recommended Citation

Schumann, Walter. "Public Ownership Versus the Contract System in School Bus Transportation." (1939).
https://digitalrepository.unm.edu/educ_teelp_etds/199

This Thesis is brought to you for free and open access by the Education ETDs at UNM Digital Repository. It has been accepted for inclusion in Teacher Education, Educational Leadership & Policy ETDs by an authorized administrator of UNM Digital Repository. For more information, please contact disc@unm.edu.

UNIVERSITY OF NEW MEXICO-UNIVERSITY LIBRARIES
A14429 105171

SCHU-
MANN

SCHOOL
BUS
TRANS-
PORTA-
TION

378.
789
Un30
1939
Cop.

LIBRARY
of
THE UNIVERSITY OF
NEW MEXICO

60631

CLASS
378.789

BOOK
Un30s
1939
cop. 2

IMPORTANT!

Special care should be taken to prevent loss or damage of this volume. If lost or damaged, it must be paid for at the current rate of typing.

UNIVERSITY OF NEW MEXICO LIBRARY

MANUSCRIPT THESES

Unpublished theses submitted for the Master's and Doctor's degrees and deposited in the University of New Mexico Library are open for inspection, but are to be used only with due regard to the rights of the authors. Bibliographical references may be noted, but passages may be copied only with the permission of the authors, and proper credit must be given in subsequent written or published work. Extensive copying or publication of the thesis in whole or in part requires also the consent of the Dean of the Graduate School of the University of New Mexico.

This thesis by Walter Alvin Schumann
has been used by the following persons, whose signatures attest their acceptance of the above restrictions.

A Library which borrows this thesis for use by its patrons is expected to secure the signature of each user.

NAME AND ADDRESS DATE

Walter Floyd Schumann Jr. 207 Stanger La. W.U. 6/16/67

PUBLIC OWNERSHIP VERSUS THE CONTRACT SYSTEM IN SCHOOL BUS TRANSPORTATION

By

Walter Alvin Schumann

A Thesis

Submitted in Partial Fulfillment of the

Requirements for the Degree of

Master of Arts in Education

University of New Mexico

1939

378.789
Un30s
1939
cop. 2

This thesis, directed and approved by the candidate's committee, has been accepted by the Graduate Committee of the University of New Mexico in partial fulfillment of the requirements for the degree of

MASTER OF ARTS

George P. Hammond
DEAN

May 16, 1939
DATE

9/18/39 Autos 1.15

Thesis committee

S. T. Hamininga
CHAIRMAN

J. W. Diefendorf

Frank D. Reeve

60631

TABLE OF CONTENTS

CHAPTER		PAGE
I.	THE PROBLEM AND DEFINITION OF TERMS USED.	1
	The problem	1
	Statement of the problem	1
	Significance of the problem.	2
	Delimitations and definitions.	3
	Sources of data.	4
	Method of procedure.	5
	Organization of the remainder of the thesis. . .	6
II.	REVIEW OF RELATED LITERATURE	7
	Comparative costs of publicly-owned and privately-owned school bus transportation.	8
III.	SCHOOL BUS TRANSPORTATION UNDER THE CONTRACT SYSTEM.	11
	Summary and interpretation of data.	11
IV.	PUBLIC OWNERSHIP AND OPERATION.	26
	Purchase price of school busses	26
	Cost of gasoline.	27
	Oil costs	29
	Insurance costs	29
	Tires and tire repairing.	30
	Lubrication	30
	Housing.	30

CHAPTER PAGE

Salaries of bus drivers. 31

Mechanical upkeep 31

V. CONCLUSION AND RECOMMENDATIONS 33

BIBLIOGRAPHY. 37

APPENDIX. 38

LIST OF TABLES

TABLE PAGE

I. Budget Allowance for Transportation and Transportation Cost (1937-1938). 12

II. Pupils Transported and the Transportation Costs by Counties. 15

III. Types of Transportation Equipment and Ownership. 17

IV. Yearly Miles Traveled, the Average Length of the Route One Way, the Average Contract Price, and the Average Load per School Bus. 19

V. Transportation Statistics for Three Areas. . . . 21

VI. The Number and Capacity of the School Busses in Operation in New Mexico (1937-1938). 22

VII. Annual Cost of a Publicly-Owned System of School Bus Transportation. 32

LIST OF FIGURES

FIGURE PAGE

I. School Bus in New Mexico with a Composite Body. . . 23

II. School Bus in New Mexico with a Home-made Body. . . 24

III. Another Home-made Type of School Bus in New Mexico. 25

CHAPTER I

THE PROBLEM

Statement of the problem. One of the items that has played a part in the increased costs of education in America is the transportation of pupils to and from school. The tendency today is to get as much service from the tax dollar as possible. It is thought, therefore, that it would be desirable to study two major types of school bus transportation with the idea of discovering which type would give the largest return for the dollar expended. The two types that will be studied are the contract type and public ownership type. The purpose of this thesis is to determine, on a monetary basis, the costs of a publicly owned system of school bus transportation in the state of New Mexico in comparison with the present cost under the contract system. The problem may be stated in the form of the following three questions:

1. What were the costs of school bus transportation in New Mexico for the year of 1937-1938?
2. What would transportation cost if provided under a system of public ownership and control?
3. How would the total cost of the present system compare with the cost of a system of public ownership and operation?

Significance of the problem. The situation in regard to the amount of public money spent in New Mexico for the transportation of school children is one that should be given close and immediate consideration. The amount of money raised by taxation of one form or another has been increased from time to time, and the state is continually on the lookout for new sources of revenue to meet the expenditures of our public school system. The cost of school bus transportation has increased to such an extent that the amount apportioned to that fund was approximately $65,000.00 short of the actual cost in 1937-1938. One reason for this great increase in transportation costs is the consolidation of many of the smaller rural schools and the elimination of some of the smaller high schools. As a direct result, the number of school children to be transported has proportionately increased. It has been found through thorough investigation that the costs of school bus transportation in New Mexico have increased from approximately 6 per cent of the total current expenditures for public schools in 1922-1923 to approximately 12 per cent in 1937-1938.[1] It was also found that the costs of school bus transportation in New Mexico have increased approximately 58 per cent between 1929-1930 and 1937-1938, while the total expenditures for public

---

[1] H.R. Rodgers, "Report of Trends", Pamphlet of New Mexico State Department of Education. 1937.

schools were increasing approximately 13 per cent. The fact that the amount apportioned to transportation under school maintenance is not sufficient, necessitates the transferring of money from the emergency fund to that of school bus transportation. When this is continually done, there are other departments under school maintenance that will not be able to draw from the emergency fund. This is not right because the emergency fund was set up to aid all of the departments and not just one. The situation at the present time is such that the sources of revenue can not be easily increased, and as a result the amount spent annually for transportation must be decreased. It would seem therefore that it would be desirable to determine the system that gives the greatest return for the dollar expended, in order to determine whether or not a change in system would bring about a saving in total expenditures to the state of New Mexico.

Delimitations and definitions. This study is confined to the determination of the cost of a publicly-owned system of school bus transportation and a comparison of the figures and findings with the cost of the present system--which is the contract system.

The following terms are used in the study and have the meaning indicated below:

Contract plan. A plan whereby a private individual enters into an agreement with the state to transport pupils

who reside along a designated route, for a specified sum of money.

Bus-load. The number of pupils designated by the state for a bus to transport to and from school on each school day.

Cost per bus-mile. The cost to the state of operating a bus a distance of one mile over a bus route.

Cost per pupil-mile. The cost of transporting a pupil over one mile of bus route, one way.

Publicly-owned plan. A system of school busses owned by the state and operated by drivers employed for this purpose.

Sources of data. The costs of operating a publicly-owned system have been determined from figures gathered from the latest compilation available in the State Department of Education. The following information was received from the official records in the office of the director of state school transportation at Santa Fe:

1. The budget allowance for transportation.
2. The actual cost of transporting public school children by the contract method.
3. The total number of children transported.
4. The length of the bus routes.
5. The yearly number of miles traveled by all the busses.

6. The nature of the roads over which the busses travel.
7. The average cost per school bus.
8. The average load per school bus.
9. The total number of busses in operation.
10. The per pupil cost.
11. The per mile-cost.
12. The per pupil-mile cost.

Data necessary to determine the cost of operating a publicly-owned system was obtained from the following sources: the offices of the state superintendents of public instruction of Arizona and Colorado, National Education Association, National Bureau of Research, Department of the Interior, National Motor Bus Association, International Harvester Corporation, bus manufacturers, garages, oil representatives, insurance salesmen, and tire dealers.

Method of procedure. In order to answer fully the three questions asked in the statement of the problem of this thesis, the following method was pursued:

1. Full information for the year 1937-1938 on items pertinent to this study was obtained from the Director of Transportation, State Department of Education, Santa Fe.

2. Estimates were prepared which were calculated to show the cost of a publicly-owned system of transportation serving the same people and operating over the same routes.

The items of information on which these estimates were based are shown elsewhere in this thesis.

3. A comparison was made between the costs shown in items 1 and 2 above.

The organization of the remainder of the thesis. The remaining chapters are devoted to a consideration of certain factors pertinent to the study. The literature related to the transportation of school children is reviewed in chapter two. In chapter three are presented the facts relative to the operation of the contract system of transportation in New Mexico for the year 1937-1938. An estimate of costs under a system of public ownership and operation is given in chapter four. Chapter five contains certain conclusions and recommendations.

CHAPTER II

REVIEW OF RELATED LITERATURE

Much has been written in the United States in regard to the transportation of public school children and where the ownership of school transportation equipment should be placed. Many special conferences have been called for the specific purpose of determining which of the two more commonly used systems have proved the more economical in operation. In all probability, the greatest amount of research done in this field has been done by James F. Abel.[1] Most of Mr. Abel's work has come from the press in the form of federal government bulletins. He has also written numerous books and pamphlets both here and abroad. His latest book is entitled, "Recent Data on the Consolidation of Schools and Transportation of Pupils". Mr. Abel discusses the various factors that contribute to the high cost of school bus transportation and gives the reasons why the eastern portion of the United States is operating on a lesser per pupil mile cost. The obvious reason is, of course, the density of eastern population as compared to that of the southwestern states.

---

[1] James F. Abel. "Recent Data on the Consolidation of Schools and the Transportation of Pupils". Bulletin number 22, 1925. Bureau of Education. Washington, D. C.

Timon C. Covert, secretary to the conference on "Financial Implications of the Consolidation of Schools and the Transportation of Pupils", has issued a bulletin through the Office of Education (Department of the Interior, Washington, D. C.). This bulletin contains reports made by individuals who had made a careful study of school bus transportation costs and had data to support their findings. The conference on the "Financial Implications of the Consolidation of Schools and the Transportation of Pupils" was called by the Commissioner of Education and held in Cleveland, Ohio, February 27, 1934, during the meeting of the Department of Superintendence of the National Education Association. The attendance included state, county, and city superintendents, directors of finance in state departments of education, professors of school administration, and representatives from the office of education.

Comparative costs of publicly-owned and privately-owned school bus transportation. In a study of publicly-owned and privately-owned systems of school bus transportation in Arkansas, Little[1] found that the transportation costs in the publicly-owned system were twenty cents per

---

[1]Harry A. Little, "Public Transportation of School Children in Arkansas," Office of Education Circular, 1934, No. 117. p3.

pupil-mile per month, including an allowance of 20% of the original cost of the bus for annual depreciation. The transportation costs in a privately-owned system were thirty cents per pupil-mile per month.

Noble[2] reports in his North Carolina study that the daily per capita cost was $0.0670 for publicly-owned busses and $0.0936 for privately-owned busses. He also states that the data relative to the expensiveness of the contract method, as revealed in North Carolina, are identical to the conclusions advanced by other states.

Gregory[3] states that in Oklahoma, during the year 1931-1932 the average cost per pupil per day for privately-owned busses was $0.1199 and for the publicly-owned $0.0717. In districts that owned the body and leased the chassis from individuals the cost was $0.1228.

Fulmer's[4] study in South Carolina shows that the annual cost per pupil per day transported by publicly-owned busses was $0.117 and by privately-owned busses $0.139.

---

[2]M. S. C. Noble, Jr, "Public School Transportation in North Carolina". Office of Education Circular, 1934, No. 117. p3.

[3]Marshall Gregory, "Statistics Pertaining to Pupil Transportation in Oklahoma". Office of Education Circular, 1934, No. 117. p3.

[4]H. L. Fulmer, "A Statistical Study of School Transportation in South Carolina". Office of Education Circular, 1934, No. 117. p4.

Evans[6] made an investigation into the purchase price of school busses and found that the initial cost of the equipment was a major factor to be considered in setting up a publicly-owned system of school bus transportation.

The National Association of Motor Bus Operators[7] found that the average number of miles traveled on a gallon of gasoline for inter-city travel was approximately 10 miles.

The situation in New Mexico is one that is comparable to that of North Carolina. New Mexico is partially mountainous and quite sparsely populated. There are reasons to believe that public-ownership should work to advantage in New Mexico as well as it does in North Carolina. If the costs could be reduced as much as 34 per cent in New Mexico as was the case in North Carolina, the saving would be a great benefit to the state of New Mexico. The present per capita cost per year for transportation is $37.17. If a saving of 34 per cent were possible, the per capita cost would be only $24.53 per year. The total cost of school bus transportation under the publicly-owned system would be only $550,666.92, or a saving of $313,959.26.

---

[6]Frank O. Evans. "Factors Affecting the Cost of Transportation in California". Washington Government printing office, 1938. 38p. (U.S. Bureau of Education, bulletin 46)

[7]National Association of Motor Bus Operators. "Bus Facts for 1932". National Association of Motor Bus Operators, Washington, 1932. 64p.

CHAPTER III

SCHOOL BUS TRANSPORTATION UNDER THE CONTRACT SYSTEM

In this chapter the costs of school bus transportation are presented and compared with those of the Rocky Mountain states and the United States as a whole.

Summary and interpretation of data. Table I shows the total budget allowance for transportation and the actual cost of transportation for the year of 1937-1938. This amount was expended by the state to contract for the services of 988 vehicles to transport 23,264 pupils over a total of 6,333,400 miles. The budget allowance was $807,868.00, but the actual cost for transportation was $864,626.18. It is shown that 20 out of the 31 counties operating school busses found that the cost exceeded the budget allowance. Some counties were as much as $3,000.00 short, while 11 operated for less than the budget called for. The actual total cost of school bus transportation was $56,758.18 more than the budget called for.

TABLE I

BUDGET ALLOWANCE FOR TRANSPORTATION
AND TRANSPORTATION COST
(1937-1938)

County	Budget allowance for transportation	Actual cost of transportation
Bernalillo	$21,011.00	$13,057.50
Catron	5,445.00	7,376.84
Chaves	39,215.00	37,313.17
Colfax	45,949.00	51,384.62
Curry	43,364.00	42,341.50
DeBaca	22,970.00	21,759.25
Dona Ana	19,909.00	21,154.20
Eddy	28,741.00	34,154.27
Grant	42,078.00	37,583.54
Guadalupe	24,734.00	25,425.50
Harding	27,270.00	26,351.00
Hidalgo	15,260.00	12,814.50
Lea	58,978.00	68,805.43
Lincoln	39,198.00	40,267.47
Luna	14,544.00	13,658.30
McKinley	8,775.00	8,537.00
Mora	8,685.00	9,564.00
Otero	15,730.00	16,309.00
Quay	52,368.00	56,817.84
Rio Arriba	3,590.00	9,436.91
Roosevelt	68,342.00	70,732.75
Sandoval	6,551.00	7,711.22
San Juan	15,688.00	16,506.48
San Miguel	18,522.00	16,105.75
Santa Fe	15,911.00	20,686.00
Sierra	4,489.00	7,880.55
Socorro	19,738.00	17,661.85
Taos	4,995.00	7,868.84
Torrance	45,585.00	49,239.75
Union	45,431.00	68,318.07
Valencia	24,802.00	27,803.08
Total	$807,868.00	$864,626.18

Table II shows the total number of pupils transported and the transportation costs by counties. In regard to the costs of transportation of the pupils, it shows the average per pupil cost, the average per mile cost, and the average per pupil-mile cost. The total number of pupils transported during the year 1937-1938 was 23,264. The average per pupil cost was $37.17 per year; the average per mile cost was $0.13652; and the average per pupil-mile cost was $0.0058. There is a great difference in the per pupil cost in the various counties. It is shown that DeBaca, Lea, Otero, and Union counties all have a per pupil cost of $50.00 or more per year, while Bernalillo and Dona Ana counties have a per pupil cost of $12.75 and $22.82 per year respectively.

Table IV shows that Bernalillo county busses haul 64 pupils per load over a route 12.2 miles long for a cost of $0.00291 per pupil mile. San Miguel county busses haul an average of 15 pupils over a route 7 miles long for a cost of $0.015 per pupil mile. It is therefore shown that the size of the load and the length of the route are the two most important factors that determine the per pupil-mile cost, and the per pupil cost in school bus transportation.

There are 15 routes on which the per pupil cost is higher than the average per pupil cost for the entire state. The highest per pupil cost is that of Lea county, $54.65, which is closely followed by Union county with a per pupil

cost of $52.19. On the other hand, there are four counties that have a per pupil cost far below the average ($37.17) pupil cost of the state. Bernalillo county transports 1,024 pupils over a route 12.2 miles long with an average of 64 pupils to the bus-load, at a per pupil cost of $12.45 per year. The following counties are put down in order of their per pupil cost; Dona Ana--$22.82, San Juan--$25.43, Valencia--$26.58, Rio Arriba--$26.81. The fact that there are several counties that have a very low per pupil cost naturally has a tendency to reduce the average per pupil cost for the entire state. There is a greater difference between the average per pupil cost for the entire state of $37.17 and the pupil cost for Bernalillo county of $12.75 than there is between the average per pupil cost of the entire state and the per pupil cost of Lea county--$54.65. Lea county with the longest routes also has the highest per pupil cost. However, this relationship is not constant as San Miguel with the shortest routes is slightly above the average in per pupil cost. San Miguel also has second to the smallest average bus-load of pupils, which accounts for the fact that its per pupil cost is slightly above the average per pupil cost for the entire state.

TABLE II

PUPILS TRANSPORTED AND THE TRANSPORTATION COSTS BY COUNTIES

County	No. pupils	per pupil cost	per mile cost	per pupil-mile cost
Bernalillo	1,024	$12.75	$0.18648	$0.00291
Catron	148	49.84	0.12125	0.00819
Chaves	1,337	27.91	0.12968	0.00330
Colfax	1,163	44.18	0.18394	0.00856
Curry	1,398	30.29	0.10706	0.00444
DeBaca	417	52.18	0.13226	0.00760
Dona Ana	927	22.82	0.17385	0.00413
Eddy	997	34.26	0.17263	0.00336
Grant	1,039	36.17	0.24757	0.00739
Guadalupe	522	48.71	0.10873	0.00585
Harding	551	47.82	0.11158	0.00749
Hidalgo	293	43.74	0.09833	0.00537
Lea	1,259	54.65	0.14436	0.00562
Lincoln	898	44.84	0.14063	0.00703
Luna	379	36.04	0.16900	0.00579
McKinley	188	45.41	0.20802	0.00885
Mora	288	33.21	0.12988	0.00722
Otero	326	50.03	0.18759	0.00690
Quay	1,289	44.08	0.12076	0.00710
Rio Arriba	352	26.81	0.21487	0.00733
Roosevelt	2,290	30.89	0.10750	0.00432
Sandoval	236	32.67	0.25807	0.01200
San Juan	649	25.43	0.15970	0.00442
San Miguel	409	39.38	0.23874	0.01581
Santa Fe	482	42.92	0.17749	0.00883
Sierra	225	35.02	0.14937	0.00664
Socorro	513	34.43	0.15490	0.00603
Taos	225	34.97	0.12558	0.00391
Torrance	1,085	45.38	0.11879	0.00667
Union	1,309	52.19	0.10388	0.00657
Valencia	1,046	26.58	0.16629	0.00684
Average cost		$37.17	$0.13652	$0.00581

Table III shows the types of transportation equipment and ownership. It is shown that there were 988 busses, cars, and wagons operating in the state of New Mexico during the year 1937-1938. Of this total 344 had steel bodies, 100 had composite bodies, 433 had home-made bodies, 97 were passenger cars, and 14 were wagons. The contractors owned all of the chassis and 980 of the bodies, while the district owned eight of the 988 bodies.

In the fall of 1938, 381 new steel paneled busses were placed in operation. There are now only 182 of the old type busses in operation and all these undoubtedly will be replaced in the fall of 1939.

Immediately following table III are authentic photographs of some of the types of school busses now in use in the state of New Mexico under the contract plan of school bus transportation.

TABLE III

TYPES OF TRANSPORTATION EQUIPMENT
AND OWNERSHIP

County	Total busses	Steel body	Compo-site	Cars	Home-made body	Wagon	Ownership Priv-ate	Pub-lic
Bernalillo	16	6	3	3	2	2	16	0
Catron	10	4	0	1	5	0	10	0
Chaves	34	27	2	5	0	0	34	4*
Colfax	54	31	18	2	3	0	54	0
Curry	58	16	0	0	42	0	58	0
DeBaca	24	17	0	7	0	0	24	0
Dona Ana	22	5	4	1	12	0	22	0
Eddy	31	9	18	1	3	0	31	0
Grant	31	19	12	0	0	0	31	0
Guadalupe	28	7	6	6	9	0	26	2
Harding	37	6	6	5	20	0	37	0
Hidalgo	16	3	2	9	2	0	16	0
Lea	49	31	5	3	10	0	48	1
Lincoln	45	18	5	8	14	0	45	0
Luna	13	7	3	1	2	0	13	0
McKinley	8	5	0	3	0	0	8	0
Mora	16	2	0	1	13	0	16	0
Otero	12	10	2	0	0	0	12	0
Quay	76	0	1	7	68	0	76	0
Rio Arriba	12	0	0	0	9	3	12	0
Roosevelt	92	21	0	8	63	0	92	0
Sandoval	11	0	0	0	11	0	11	0
San Juan	18	14	0	1	3	0	18	0
San Miguel	27	3	0	6	16	2	27	0
Santa Fe	24	18	0	2	4	0	24	0
Sierra	10	2	1	1	6	0	9	1
Socorro	20	4	2	3	10	1	20	0
Taos	7	1	5	0	1	0	7	0
Torrance	61	32	4	0	25	0	61	0
Union	83	20	1	13	49	0	83	0
Valencia	43	6	0	0	31	6	43	0
Total	988	344	100	97	433	14	984	8

*Bus bodies

Table IV shows the yearly miles traveled, the average length of the bus routes, the average cost per school contract, and the average load per school bus--by counties. It was found that the total number of miles traveled during the year on the routes in all counties was 6,333,400 miles. The average length of the routes was 17.8 miles. The amount paid for the average contract was $875.13 per year, and the average load per school bus was found to be approximately twenty-three pupils.

TABLE IV

THE YEARLY MILES TRAVELED. THE AVERAGE LENGTH OF THE ROUTE ONE WAY. THE AVERAGE CONTRACT PRICE. THE AVERAGE LOAD PER SCHOOL BUS.

County	Yearly miles traveled	Length of the route	Contract price	Load per bus in the county
Bernalillo	70,020	12.2	$816.09	64
Catron	60,840	16.9	737.68	14.8
Chaves	287,729	24.1	1,097.45	39.3
Colfax	279,360	14.4	951.57	21.5
Curry	395,480	19	730.03	24.1
DeBaca	164,520	19.1	906.64	17.4
Dona Ana	121,680	15.4	961.55	42.1
Eddy	197,730	17.7	1,101.75	32.2
Grant	151,812	13.6	1,212.37	33.5
Guadalupe	233,840	23.2	908.05	18.6
Harding	236,160	17.8	712.19	14.9
Hidalgo	130,320	22.7	800.91	18.3
Lea	476,640	27	1,404.19	25.7
Lincoln	286,344	17.7	894.83	20
Luna	80,820	17.3	1,050.64	29.2
McKinley	41,040	14.3	1,067.13	23.5
Mora	73,640	12.8	597.75	18
Otero	86,940	20.2	1,359.08	27.2
Quay	470,520	17.2	747.60	17
Rio Arriba	43,920	10.2	786.41	29.3
Roosevelt	657,972	19.9	768.83	24.9
Sandoval	29,880	7.5	701.02	21.5
San Juan	103,360	16	917.03	36.1
San Miguel	67,461	7	596.51	15.1
Santa Fe	116,550	13.5	861.92	20.1
Sierra	52,760	14.7	788.06	22.5
Socorro	114,020	15.9	883.09	25.7
Taos	62,660	22.4	1,124.12	32.1
Torrance	414,500	18.9	807.21	17.8
Union	657,690	22	823.11	15.8
Valencia	167,192	10.8	646.58	24.3
Averages		17.8	$875.13	23.5

In Table V the costs of school bus transportation in New Mexico are compared with those of the Rocky Mountain States and the United States as a whole. The data indicates that New Mexico is slightly above the average for the Rocky Mountain States, and much below the average for the United States in bus loads. The average Rocky Mountain bus load is 22.6 and the average for the United States is 28.6, while the average for New Mexico is 23.5. The average length of the bus routes in the United States is 9.1 miles; the average length for the Rocky Mountain routes is 11.7 miles, and the average length for the New Mexico routes is 17.8. Although the average contract price of $875.13 for New Mexico seems high as compared to that of an average of $769.41 for the Rocky Mountain States, and $730.90 as an average for the United States as a whole, it is in line with the costs in these areas where the number of miles of bus travel and the number of pupils are taken into consideration. The cost per bus mile for New Mexico is $0.13652; the cost for the Rocky Mountain States is $0.183, and the cost for the United States as a whole, is $0.223. The cost per pupil-mile for New Mexico is $0.0058, for the Rocky Mountain States $0.0080, and for the United States $0.0080. Statistics therefore show that transportation charges in New Mexico are considerably lower than the average charges for the Rocky Mountain States and for the United States as a whole.

TABLE V

TRANSPORTATION STATISTICS FOR THREE AREAS

Statistical measure	bus load of pupils	length of bus routes in miles	bus contract price	cost per bus-mile	cost per pupil-mile
Average for United States	28.6	9.1	$730.50	$.223	$.008
Average for Rocky Mt. St.	22.6	11.7	769.41	.183	.008
Average for New Mexico	23.5	17.8	875.13	.13652	.0058

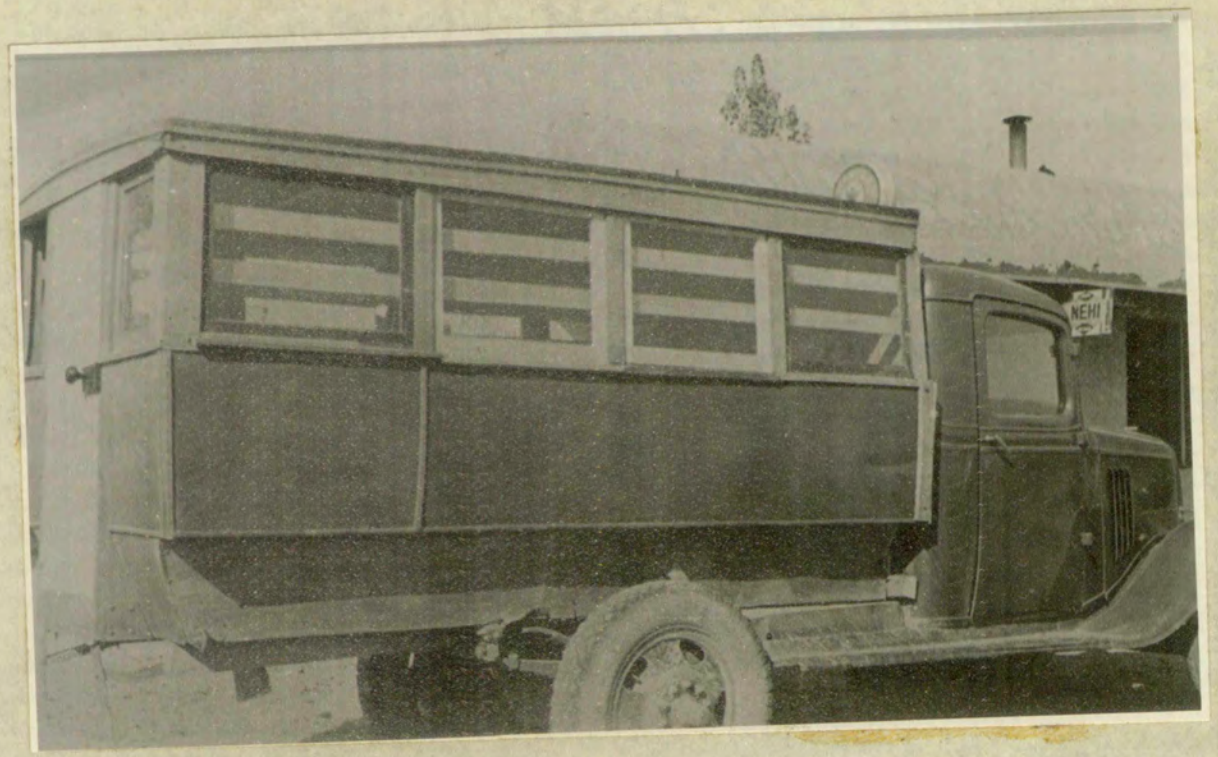
Table VI presents a more complete picture of the types and sizes of busses in operation in the New Mexico school transportation system during the year of 1937-1938. According to the new law put into operation on July 1, 1938, all vehicles used for the transportation of school children must meet certain specifications laid down by that law. Among other things the law provides for the safety of operation, the type of vehicle to be used, the type of glass to be used for the doors and windows and the type of top that the vehicle shall have.

TABLE VI

THE NUMBER AND CAPACITY OF THE SCHOOL BUSSES IN OPERATION IN NEW MEXICO (1937-1938)

County	Passenger cars	10-19 capacity	20-34 capacity	35-60 capacity	Wagons
Bernalillo	3	3	4	4	2
Catron	1	4	4	1	0
Chaves	5	25	4	0	0
Colfax	2	33	16	3	0
Curry	0	0	42	16	0
DeBaca	7	13	0	4	0
Dona Ana	1	0	12	9	0
Eddy	1	0	21	9	0
Grant	0	4	12	15	0
Guadalupe	6	10	12	0	0
Harding	5	10	22	0	0
Hidalgo	9	7	0	0	0
Lea	3	6	15	25	0
Lincoln	8	20	10	7	0
Luna	1	2	3	7	0
McKinley	3	0	0	5	0
Mora	1	14	1	0	0
Otero	0	0	8	4	0
Quay	7	31	38	0	0
Rio Arriba	0	0	9	0	3
Roosevelt	8	21	40	23	0
Sandoval	0	5	6	0	0
San Juan	1	4	13	0	0
San Miguel	6	19	0	0	2
Santa Fe	2	18	4	0	0
Sierra	1	9	0	0	0
Socorro	3	13	6	0	1
Taos	0	0	7	0	0
Torrance	0	24	26	11	0
Union	13	40	27	3	0
Valencia	0	8	24	5	6
Total	97	340	386	151	14

FIGURE I

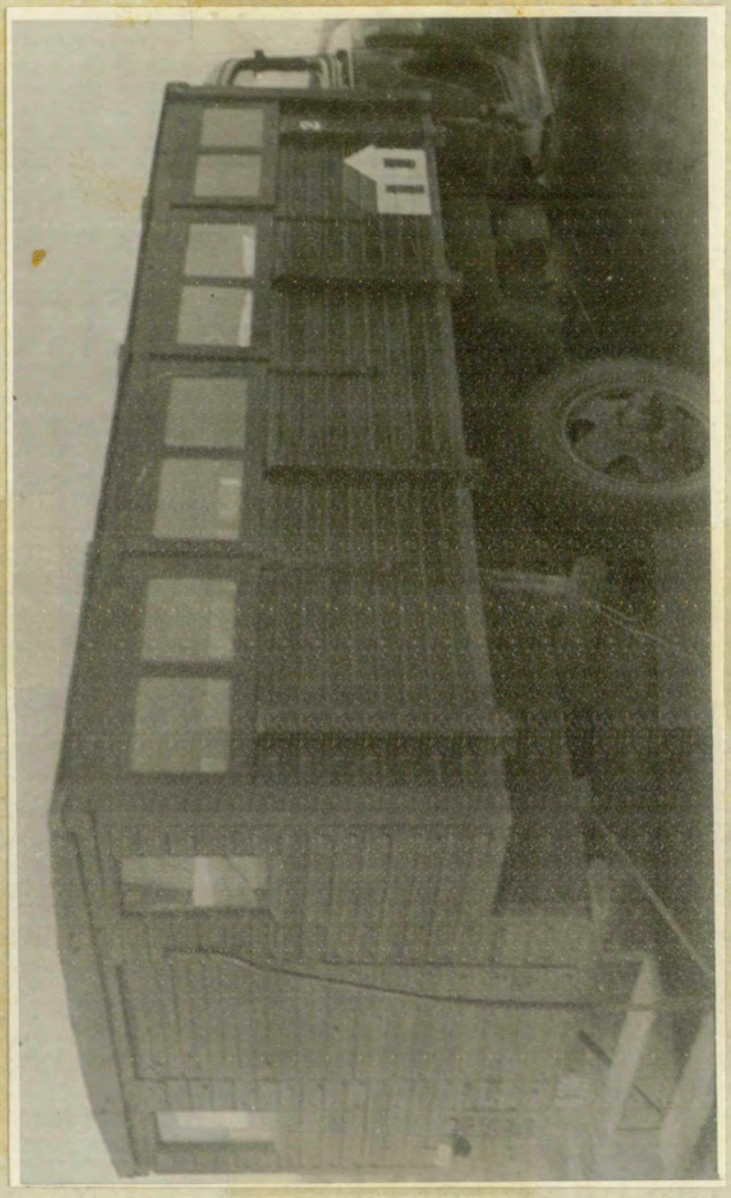


SCHOOL BUS IN NEW MEXICO WITH A COMPOSITE BODY

FIGURE II

SCHOOL BUS IN NEW MEXICO WITH A HOME-MADE BODY

FIGURE III



ANOTHER HOME-MADE TYPE OF SCHOOL BUS IN NEW MEXICO

CHAPTER IV

PUBLIC OWNERSHIP AND OPERATION

The purpose of this chapter is to determine whether or not school bus transportation costs in New Mexico could be decreased if the system were publicly-owned and operated instead of being privately-owned--as is the case at present. In order to answer this question, it is necessary to find the various costs connected with a publicly-owned system of school bus transportation. Table V shows tabulated expenditures on the costs of a publicly-owned system of school bus transportation. The various items that enter into the costs are taken up and discussed in the succeeding sub-sections.

Purchase price of school busses. One of the most important items in a transportation system is the cost of the equipment itself. In order to arrive at the cost of the entire system of busses in operation, it is necessary to determine the number, type, capacity, and cost of each bus. Table V contains the total number, type, and capacity of the busses in operation in each county in the state of New Mexico respectively, as of 1937-1938, plus 14 wagons operating in the following five counties: 2 in Bernalillo, 3 in Rio Arriba, 2 in San Miguel, 1 in Socorro, and 6 in Valencia. It is found that it is impossible to use motor vehicles in the

areas where the wagons are operating due to the deep snow in the winter months. Each wagon transports the pupils to and from school for the charge of $30.00 per month. The 97 passenger cars have an average cost of $700.00 each, making a total cost of $67,900.00. The three hundred and forty 10-20 pupil-capacity busses cost $1,125.00 each, making a total cost of $382,500.00. The three hundred and eighty six 20-35 pupil-capacity busses cost $1,500.00 each, making a total cost of $579,000.00. The one hundred and fifty one largest type, 35-60 pupil-capacity, busses cost $2,000.00 each, making a total cost of $302,000.00. Thus, the total cost of all the equipment if purchased new would be $1,331,400.00.

Statistics from other states inform us that the average length of life of a bus, under normal use, is five years. At the end of this period it can be traded in on a new one for 20% of its original purchase price. Taking this fact into consideration, the purchase price of busses for a five year period would be $1,065,120.00--or $213,024.00 for each year. This would amount to approximately three cents per bus-mile. The total cost for wagon transportation is $3,780.00 per year. Thus, the total annual cost of bus payments and wagon transportation would be $216,804.00.

Cost of gasoline. In order to compute the cost of gasoline for a school year, it is necessary to determine

the number of miles the average bus will operate on a gallon of gasoline. The National Association of Motor Bus Operators[1] found that the average number of miles obtained from a gallon of gasoline for inter-city busses was 10 miles to the gallon. The average bus in use in the United States is larger than the ones used in New Mexico, but, to offset the size of the busses, the roads of New Mexico are much more difficult to travel over than the average roads of the rest of the country. Therefore we can say that the one about balances the other, and, as a result, the number of miles obtained from a gallon of gasoline in New Mexico is also 10 miles. The present retail price of gasoline is $.18 per gallon for a good grade of bronze gasoline. If the state owned its own equipment it would be in a position to buy the gasoline at a wholesale price of $.14, thus making a saving of $.04 per gallon. The state would also be exempt from paying the additional $.06 state highway tax. By deducting the two above savings, we find that the actual cost of gasoline for the state would be only $.08 per gallon. Through the use of this price for gasoline it is found that the per bus-mile cost for gasoline would be $.008. The total number of miles traveled by all the busses is 6,113,400. In computing the cost of gasoline for one year we find it to be $48,907.20.

---

[1] National Association of Motor Bus Operators. "Bus Facts for 1932". National Association of Motor Bus Operators, Washington, 1932. p64.

Oil costs. The average bus should have its oil changed every 1,250 miles. Ordinarily in cars and trucks it is a good policy to change the oil every 1,000 miles, but, in view of the slow speed at which school busses travel, it was found to be satisfactory to change only every 1,250 miles. A first grade truck motor oil may be purchased in 50 gallon drums for $.85 per gallon. The average bus requires seven quarts per change. Using the 6,113,400 miles traveled yearly by all the busses as a basis for computing the costs, it is found that by changing the oil every 1,250 miles, and using seven quarts per refill, at $.85 per gallon the total cost of oil would be $7,336.50 annually or $.0012 per bus-mile.

Insurance. Fire and theft insurance costs are computed by allowing $3.15 per $1,000.00 valuation. The busses are insured for 75% of their value plus allowing a decrease of 20% per year for depreciation. As the total value of the busses was found to be $1,065,120.00 the fire and theft insurance cost would be $75,490.37 for the five year period, or $15,098.07 per year. Although the state may not be held responsible for damage done by its busses, it has been found wise to insure for pupil liability and property damage. The rates are quite low, and it often saves a great deal of legal controversy. Pupil liability up to $5,000.00 for the injury of one pupil, and $20,000.00 if more than one child is injured

can be purchased for the sum of $25.00 on each bus--making a total cost of $24,700.00. Insurance to cover property damage may be purchased for the sum of $10.00 on each bus, making a total of $9,880.00. Thus, on this basis the total insurance may be bought for the sum of $49,678.07 annually.

Tires and tire repairing. Tire costs were computed by figuring that one extra set of tires would be required for each bus over the five year period. There are two exceptions to this statement--two counties in New Mexico have a total mileage of slightly less than 12,500 miles for the five year period. It therefore would not be necessary to buy a new set of tires for the busses in these two counties. The average price for a set of new tires is $120.00. As there are 972 busses that would need a new set during the five year period, the total cost would be $116,640.00. The cost of tires for one year would be $23,328.00 or $0.0038 per bus-mile.

Lubrication costs. Lubrication costs were arrived at by figuring the grease for one grease job (every 1,000 miles) to cost $.25. The driver would be required to perform the labor free of charge. The total cost for lubrication would be $1,528.50 annually.

Housing. The cost of housing the busses is one that will incur little or no expense. In practically all of the states from which information was received the busses were

housed by the individual driver at no extra expense to the district or state. According to those statistics it will be assumed that New Mexico could operate under the same system.

Salaries of bus drivers. The salaries of bus drivers vary a great deal in the different states. Some systems pay as high as $100.00 per month and some as low as $15.00 per month. The median salary from several states was found to be $35.00 per month. In comparison with the salaries paid other unskilled laborers in New Mexico, a bus driver should be paid approximately $50.00 per month. He would be allowed to hold any minor job that would add to his income and yet not interfere with his bus driving job. It would be required of him to grease and make minor repairs on the bus. The amount paid for salaries at this rate would be $438,300.00 annually.

Mechanical upkeep. The National Association of Motor Bus Operators[2] has found through experience that the average cost for mechanical upkeep for busses of the size and capacity that schools use is approximately $59.85 per year as an average for the first five years. On this basis, the mechanical upkeep would amount to $50,501.90 annually.

---

[2]National Association of Motor Bus Operators. "Bus Facts for 1932". National Association of Motor Bus Operators, Washington, 1932.

TABLE VII

ANNUAL COST OF A PUBLICLY OWNED SYSTEM OF SCHOOL BUS TRANSPORTATION

Commodity or service offered.	Total costs	Average cost per bus-mile
Annual payment for 974 busses	$213,024.00	$0.034
Wagon transportation	3,780.00	0.00061
Gasoline	48,907.20	0.008
Oil	7,336.50	0.0012
Insurance	49,678.07	0.0081
Tires	23,328.00	0.0038
Lubrication	1,528.50	0.00025
Salaries of bus drivers	438,300.00	0.0716
Mechanical upkeep	50,501.90	0.0082
Total cost	$836,384.17	

CHAPTER V

CONCLUSION AND RECOMMENDATIONS

It has thus been found that the total cost of school bus transportation in New Mexico operated under the publicly-owned system would be approximately $836,384.17, while transportation during the year of 1937-1938 was operated under the contract system for the sum of $864,626.18.

The latest figures released by the state office of school bus transportation at Santa Fe show that the actual cost of school bus transportation under the contract system for the year 1938-1939 is $937,317.00.

The school bus loads are less and the length of the bus routes longer in New Mexico than the average loads and routes in the United States. The reason for such a condition is the sparseness of the population in New Mexico.

School bus contracts for New Mexico are $145.00 higher than the average contract price for the United States, and $104.00 higher than the average contract price for the Rocky Mountain states. The cost per bus-mile is considerably lower in New Mexico than the average cost for the United States, and slightly lower than the average cost for the Rocky Mountain States. The cost per pupil-mile for New Mexico is approximately the same as the average cost for the Rocky Mountain States, and much lower than the average cost for the

United States as a whole.

As is the case in practically every type of business, there are arguments both for and against public ownership. Such is the case in this study of school bus transportation in New Mexico. The advantages or reasons most frequently advocated by those favoring individual ownership and those favoring public ownership are as follows:

A. For privately-owned equipment:

1. The state spends very little money at the outset.
2. The driver will in all probability take better care of his own equipment than he would of that owned by the state.
3. Under this plan transportation costs are known from the start.
4. Under this plan the auxiliary use of the bus is limited and there is no argument as to the use of the bus after school hours.

B. For publicly-owned equipment:

1. The actual cost of transportation is less.
2. Better transportation service can be obtained.
3. More easily controlled by school administrators.
4. A better type of bus will be provided, since there is no incentive on the part of the state to make a profit.

5. Safety of the pupils can be better safeguarded.

6. A better type of driver may be secured.

Supporting the findings in this thesis regarding school bus transportation costs are those of Covert who made studies in five other states that are referred to in Chapter II. The two major reasons why school bus transportation may be more economically operated under the publicly-owned system are:

1. The state seeks to operate at cost, whereas the driver under the privately-owned system strives to make a profit on his investment.
2. In view of the large quantity of purchases the state needs to spend less money for equipment and operating costs.

The fact that the lowest bidder often gets the contract to transport pupils along a specified route has, in many instances, caused the bidder to furnish such unsatisfactory equipment that the welfare of the students has not been properly safeguarded. It is, therefore, recommended that in view of the saving of $28,242.01 annually in the cost of the publicly-owned system of school bus transportation plus other advantages previously stated, the system should be publicly owned and the drivers hired to operate the busses on a salary basis. If the equipment were publicly-owned, the school authorities would in all probability purchase equip-

ment that would be more suitable for the purpose for which it was intended. The school officials would also have more authority in carrying out a desirable program of school bus transportation, as the driver would be under the direct jurisdiction of the administrator in charge of the school to which he would be transporting the pupils.

BIBLIOGRAPHY

BIBLIOGRAPHY

Abel, James F., "Recent Data on the Consolidation of Schools and the Transportation of Pupils". Bulletin No. 22, 1925, Bureau of Research. Washington, D. C.

Covert, Timon C., "Financial Implications of the Consolidation of Schools and the Transportation of Pupils". Circular No. 17, 1934. United States Department of Education.

Fulmer, H. L., "A Statistical Study of School Bus Transportation In South Carolina". State Department of Education bulletin No. 10.

Gregory, Marshall., "Statistics Pertaining to School Bus Transportation in Oklahoma". State Department of Education bulletin No. 136, p.34.

Griffen, L., "State Wide School Bus Transportation at Minimum Cost". American Schools and Universities., pp.520-523 North Carolina, 1935.

Hitchcock, W. W., "Operating Statistics of 93 Michigan School Busses". Michigan Experiment Station bulletin No. 22, Detroit, Michigan.

Little, H. A., "Public Transportation of Pupils in Arkansas" Bulletin of the State Department, p.24, Little Rock, 1930.

Mann, G. S., "Expenditures for Transportation of Pupils In California Schools". State Department of Education bulletin, December, 1936.

Noble, M. S. C., "Public School Transportation in North Carolina". State Superintendent., p.79., Raleigh, North Carolina, 1931.

Newman, J. H., "Safety and Economy In School Bus Transportation". American School Board Journal. November, 1936, pp.37-38.

State Board of Education. "North Carolina State School Facts". State Bulletin., Raleigh, North Carolina, September, 1938.

Virginia State Board of Education. "A Study of Transportation of Public School Pupils in Virginia". 1936-1937. Richmond, Virginia.

APPENDIX

STATE DEPARTMENT OF EDUCATION

TRANSPORTATION DIVISION

SANTA FE NEW MEXICO

SCHOOL BUS REQUIREMENTS AND RECOMMENDATIONS

(Effective July 1, 1938)

Santa Fe, New Mexico

***

*

LEGAL PROVISIONS RELATING TO PUPIL TRANSPORTATION

EXTRACTS FROM NEW MEXICO LAWS OF 1937

No Budget Allowance In Certain Cases

No school shall be maintained or budget allowance be made in any school district of this state unless said school shall have an average daily attendance of at least eight pupils. No budget allowance for the transportation of pupils shall be made in any school district of this state unless there are at least eight pupils of school age whom it is necessary to transport and no budget allowance shall be made for the transportation of pupils residing within three miles of the school building. (L '23 Ch. 148 Sec. 1422 as amended by L. '25 Ch. 73 Sec. 23; Code '29 Ch. 120 Sec. 1422.)

Chapter 114

Senate Bill No. 108; Approved March 15, 1937

"Section 5. Contracts involving the expenditure of more than two hundred dollars shall be in writing. Contracts involving the expenditure of five hundred dollars or more shall be in writing, and upon sealed competitive bids, after notice and advertisement of such bids shall have been published once a week for four consecutive weeks in some legal newspaper of general circulation in the county; provided notices and advertisement shall not apply to teacher's salaries."

Chapter 29

"Section 1. Article 25. "120-2501. Governing Boards of Education Defined. For the purposes of this Article the term "governing boards of education" is hereby defined to mean county boards of education, boards of education of town and municipal districts, boards of education of union high school districts and boards of education of rural independent districts and none other.

"120-2502. Organization of School Truck Routes. The governing boards of education of the districts within or through which transportation routes are to be established shall have power, with the approval of the State Board of Education, to designate and establish transportation routes within their respective districts, provided, however, that, in the event any such route so to be established serves only the pupils residing in one district, the governing board of education of such district shall have the power, to designate and establish the said route. All transportation routes shall be designated and established on or before August 15th of each year and no change in such routes shall thereafter be made except by and with the unanimous consent of the board or boards affected and with the approval of the State Board of Education, or except by order of the State Board of Education.

"120-2503. Contracts for Transportation. The governing boards of education of the districts with or

through which transportation routes are established shall have power, with the approval of the State Board of Education, to enter into contracts for the transportation of pupils for any period of time not to exceed four years. In the event that any such transportation route shall serve the pupils of two or more districts the governing board (s) of education of the districts involved shall, jointly, enter into such contract with the transportation agent. No contract for the transportation of pupils shall be valid or in effect, nor shall any payments be made thereunder from public funds, unless and until the terms of this Act shall have been met."

Chapter 156

House Bill No. 155; Approved March 15, 1937

Section 1. Hereafter during the month of July of each year the State Treasurer shall deduct from the State Public School Equalization Fund in proportion to each county, an amount equal to one per cent (%) of the total spent by the county for transportation of pupils the previous year, such amounts to be determined by a certificate showing same made by the State Educational Budget Auditor and submitted by said State Educational Budget Auditor to the State Treasurer. The State Treasurer shall cover said amounts so deducted to the credit of a separate fund hereby designated as the State Transportation Fund. Said State Transportation Fund shall be

used by the State Board of Education for investigating, supervising and controlling the transportation of pupils throughout the state in the interest of economy, efficiency and safety, and such fund is hereby appropriated to the State Board of Education for such purposes and shall be paid by the State Treasurer upon proper vouchers and by warrants as provided by law for the payment of public funds.

Section 2. Said State Board of Education may appoint with the approval of the Governor a director of transportation, who shall work in conjunction with the State Educational Budget Auditor in carrying out the terms of this Act. He shall have authority, with the approval of the State Board of Education, to establish standards of transportation, including the establishment of bus routes, requirements of drivers and specifications for busses used in the transportation of pupils.

Chapter 110

Section 6. Age Limits for Drivers of School Busses and Public Passenger Carrying Motor Vehicles.

It shall be unlawful for any person, whether licensed under this Act or not, who is under the age of eighteen (18) years, to drive a motor vehicle while in use as a school bus for the transportation of pupils to and from school, or for any person, whether licensed under this Act or not, who is under the age of twenty-one (21) years, to drive a motor

vehicle while in use as a public passenger carrying vehicle.

SPECIFICATIONS AND EQUIPMENT

School Busses

The following shall apply to newly purchased school bus bodies of seating capacity of fifteen pupils or more:

1. Steel, factory built bodies, or if shop made, equipped with steel frames and steel top.
2. At least two-thirds of the bus body must rest ahead of the rear axle. Use only chassis equipped with four-wheel brakes.
3. The size of the school bus will, in a measure, be determined by the number of pupils it is expected to carry. Maximum overall body width, 96 inches.
4. A space of 12 to 14 inches should be allowed for each pupil, depending on the age and size of the pupils: 14 inches for each high school student. The body height, inside measurements, should not be less than 58 inches nor more than 66 inches. (Preferably 60 inches for younger pupils and 66 inches for high school students.)
5. All seats shall be comfortably padded, using wool, cotton, sisal, or other padding material generally used in automobiles, and covered with genuine leather or good quality imitation leather.

Seat cushions of the unit spring type are recommended. All seats should be securely fastened to the bus and have padded backrests.

6. All windows shall be shatter-proof glass, individually controlled and provided with suitable weatherstripping. Rear windows fixed and solidly set in rubber or water proof plastic material. The windshield should be of one piece of shatter proof or safety plate glass and should be movable. Windshield wipers must be of power type, capable of being operated manually when necessary. Also, all school busses must be equipped with a defroster.
7. Each school bus shall be equipped with an interior rear vision mirror at least 3 x 15 inches in size, mounted above the windshield.
8. The service door shall be placed opposite the driver on the side of the bus and shall be under his control exclusively. Folding units are recommended. The service door shall have a minimum clear opening of twenty-two (22) inches, and if not of the folding type, shall open outward in all cases. It is recommended that the door have shatter proof glass in top and near the bottom.
9. The emergency door shall be located in the rear

end of the bus, and the upper panel should be of shatter proof glass. There should be no step to the emergency door. The door should be provided with a fastening device which may be quickly released in case of emergency from within as well as without, but shall be protected against accidental release. The emergency door should have a minimum clearance of twenty-two (22) inches, and be so constructed as to be free of any obstruction that will hinder the exit of passengers. "Emergency Door" should be marked in the interior of the school bus in one (1) to one and one half (1½) inch letters.

10. The gasoline tank should be located outside of the bus body.

11. Heaters must be used, and it is recommended that a good water heater, with forced air circulation, be used. Under no circumstances should a school bus heater be connected with exhausts.

12. Each school bus shall be equipped with head and rear lights, which function properly, front and rear bumpers, a horn in good working order, a speedometer, and a leak proof exhaust pipe which extends at least to the rear end of the bus, preferably three inches beyond rear of bus and three inches turned down.

13. The floor of the bus should be covered with a good grade of corrugated rubber, linoleum, or mastipave, so that it may be easily swept and mopped each day.

14. Ventilation: Bus type ventilators adequate for each bus body and controlled by driver.

15. Factory built busses shall be all steel, and where home made bodies are used, the top should be made up with steel braces at least ¼" x 1" strap or angle iron. Also, the lower body braces and front end body braces should be made of 1½" x 1½" x 1/8" angle iron. If home made body, use gum wood or ash instead of rough, coarse grain pine or oak, and must be equipped with safety glass.

16. The body of the bus shall be painted a yellow. The inside of the bus shall be painted gray. The lettering is to be black.

17. Each school bus shall have letters at least 6 inches in heighth, printed in black, showing "SCHOOL BUS" on front and rear. The name of the district should be shown on the side of the bus.

18. Steel panel jobs will be approved, provided there are sufficient windows, proper seating, and where load is not excessive (15 to 20 pupils or less). Panel jobs should be equipped with bus type venti-

lators, safety glass not less than 12 x 22 inches in size, located properly on bus.

NOTE: Any exceptions to the above specifications must have the approval of the State Department of Education.

TRANSPORTATION BID (Suggested Form)

_____Board of Education

_____, New Mexico

Gentlemen:

Please consider the following bid for a School Bus Route for the years 19____ to 19____.

Name of Bidder_____

Amount of bid $_____ $_____
Year Month

Route name or number_____School District Number____

Approximate number of children to be transported_____

Length of route one way_____miles.

Type of bus and equipment to be furnished if awarded contract will be as follows:

Chassis: Make_____; Year_____; Capacity_____;

Body: Make_____; Type_____; Length_____;

Width_____; Glass_____; Seating Arrangements_____; Inches pupil seating space_____;

I hereby agree to enter into a contract for the above mentioned Bus Route at the price set forth for this type of equipment, and agree to carry out all rules and regulations established by the Board of Education and the State Department of Education.

Signed_____

Note: The Board reserves the right to accept or reject any and all bids. All bids must be sealed and sent to the office of Superintendent of school on or before_____19____.

SCHOOL BUS DRIVER'S CONTRACT

(Privately Owned Busses)

STATE OF NEW MEXICO
COUNTY OF_____

This contract entered into this____day of_____, 19__, between the Board of Education of School District No.__,_____, New Mexico, hereinafter known as the Board, and_____, of_____, New Mexico, hereinafter known as the contractor.

WITNESSETH:

That the said Board has employed the said Bus Driver to drive a bus for the above named school district for a term of _____months during the school terms, _____, at a salary of $_____ per month of twenty (20) school days; provided that neither the above named school district nor any member of the Board shall be liable for any amount of the difference between the amount of this contract and the amount of the estimate as made and approved.

It is mutually agreed:

That all contracts are approved subject to approval of the budget and future needs.

That no salary shall be paid (1) for days when classroom teachers do not receive pay and (2) for days when school is in session but the bus does not run.

The said Board further agrees:

To pay the Bus Driver's salary in monthly installments

for the period of the school term and in the same manner as the teachers are paid.

The said contractor further agrees:

FIRST: To furnish, maintain and operate such bus and equipment as shall meet the approval of the _____ County or Municipal and State Board of Education.

SECOND: To make all reports pertaining to his Route or his truck when called for by the School Board, Superintendent of Schools or the County Superintendent.

THIRD: To use every precaution for the protection of children transported under his care. To maintain order and discipline at all time, to treat the children kindly and impartially, to set before and maintain among them a high moral standing, and to notify the principal or superintendent of the school of any misconduct on the part of any of the pupils, and to exclude from the truck any child who refuses to conduct himself in an orderly manner, until ordered by the governing superintendent in charge of the school to reinstate said pupil.

FOURTH: That he will at all times while driving said route come to a complete stop at each point where children are taken into the bus or discharged from the bus, and he will also come to a complete stop before crossing any stream, railway, or principal highway, and ascertain positively whether there is any danger. The bus shall be stopped at all Railroad Crossings, not more than fifty (50) feet nor less

than 10 feet of the tracks, ascertain that all tracks are clear, then proceed in low gear until the crossing is made. (FAILURE TO OBSERVE THIS RULE WILL BE CAUSE FOR IMMEDIATE DISCHARGE).

FIFTH: To keep his bus clean, comfortable, light, warm, and properly ventilated at all times while in use for children.

SIXTH: To drive the route designated from time to time by the Board of Education or the Superintendent; provided that said route shall not be longer than_____miles; provided, further, that the Board reserves the right to lengthen the route by making a corresponding increase in the pay of the Contractor.

SEVENTH: To carefully make a tentative schedule showing each stop, the number of children and the time of day that he arrives at each stopping point. The driver must not run ahead of the schedule.

EIGHTH: Not to incur any expense against the school district without first having obtained legal authority to incur same.

NINTH: To permit no pupils transferred under this contract to hang on the sides of his bus, or with heads, hands, or arms out of the windows, or to ride in any manner except properly seated on seats provided in the bus.

TENTH: To assume responsibility for all accidents caused by his negligence or by the negligence of his drivers,

or any accidents that he or others in his employ might reasonably avoid. The contractor shall furnish public liability insurance and surety bond as might be required by the

_____Board.
County or Municipal

ELEVENTH: To abstain from the use of intoxicating liquors at all times while this contract is in force, (FAILURE TO DO SO SHALL BE CAUSE FOR IMMEDIATE DISCHARGE) and to abstain from the use of profane or vulgar language and tobacco in any and all forms while in charge of said school truck, and not to permit the use of intoxicating liquors, tobacco, profanity, or vulgar language around the school truck while he is in charge of same.

TWELFTH: Not to assign this contract to any third party.

THIRTEENTH: To permit no one but himself to drive the truck without first getting the consent of the County or Municipal Board.

FOURTEENTH: To observe all state laws and regulations, and all commonly accepted "rules of the road" in driving.

FIFTEENTH: To exercise at all times the greatest care in driving, at no time exceeding thirty-five miles per hour.

SIXTEENTH: To recognize the superintendent or principal of the school as the administrative officer of the Board in charge of all activities of the school, including the transportation of pupils; to follow his instructions and

reasonable interpretations in all matters pertaining to the school and the transportation of pupils; and otherwise to cooperate with said superintendent or principal promptly and cheerfully in every way possible.

SEVENTEENTH: That this contract is void and of no effect unless all of its conditions are strictly fulfilled, and should said Contractor refuse to comply with same he shall forfeit to the above named district any unpaid salary due him. The Board of Education, with approval of State Department, shall have power to release any driver whom they feel is not a safe or responsible driver.

This contract shall be made in triplicate, one copy retained by the driver, one copy filed in the office of the _____ Board, and one copy filed in the State
County or Municipal

Department of Education.

Witness our signatures this day of _____,19____

_____
Truck Driver.

BOARD OF EDUCATION
By:
_____
President

Approved this_____day of _____,19___.

ATTEST:
_____
Director of Transportation

Draw in the square opposite, showing as nearly as possible the route the SCHOOL BUS travels to and from the school house, indicating the length of route ONE WAY, and designating the school house thus: ___
|

North

West East

South

Definition of Route:

A RECAPITULATION SHEET OF THE 1937-38 BUDGET

(Maintenance)

Teachers' salaries	$4,673,678	or 68.16
Janitors' Wages	266,120	or 03.88
Janitors' Supplies	44,821	or 00.65
Fuel, Water, Lights	228,427	or 03.33
School Supplies	108,095	or 01.58
Library Supplies	66,585	or 00.97
Transportation	807,868	or 11.78
Administrative	295,394	or 04.31
*Emergency	279,043	or 04.07
Public Health	53,245	or 00.78
Rural School Supervisor	33,307	or 00.49
TOTAL	$6,856,583,	or 100%

*Most of Emergency Fund was spent for teachers' salaries.

(Direct Charge)

Insurance	$ 93,579	or 08.80
Transportation	36,692	or 03.45
Other Direct Charge	933,249	or 87.75
TOTAL	$1,063,520	or 100%

The following table shows the sources of income for the 1937-38 school maintenance budget:

Cash Balance	$ 580,192	or 08.46
State Apportionment	1,396,960	or 20.37
Delinquent Taxes	84,350	or 01.23
Merchandise Licenses	6,020	or 00.09
Forest Reserve Funds	19,725	or 00.29
Inter-County Consolidation	8,308	or 00.12
Vocational Agriculture Reimbursement	27,947	or 00.41
Motor Vehicle Licenses	87,590	or 01.28
State School Equalization Fund	3,274,078	or 47.75
Miscellaneous	36,500	or 00.53
Property Tax	1,334,913	or 19.47
TOTAL	$6,856,583	or 100%

YEAR	MAINTENANCE	DIRECT CHARGE	INTEREST	SINKING	A.D.A.
1933-34	$4,958,344	$ 449,407	$365,207	$445,623	87,317
1934-35	5,436,876	495,917	390,880	481,728	88,444
1935-36	5,782,831	804,433	322,001	538,589	93,990
1936-37	6,217,467	920,221	298,227	538,984	96,003
1937-38	6,856,583	1,063,520	265,877	565,628	

STATE VALUATION

1934----------$291,889,658
1935---------- 285,232,843
1936---------- 286,536,086
1937---------- 310,813,406

Total per capita cost----------$83.08
Per capita cost for Maintenance---------- 64.76
Census----------165,245
Average daily attendance in high school---------- 15,448
Average daily attendance in grade school---------- 80,555
Total average daily attendance---------- 96,003

The following table shows the amount of bonds outstanding at the close of each fiscal year since the year 1925:

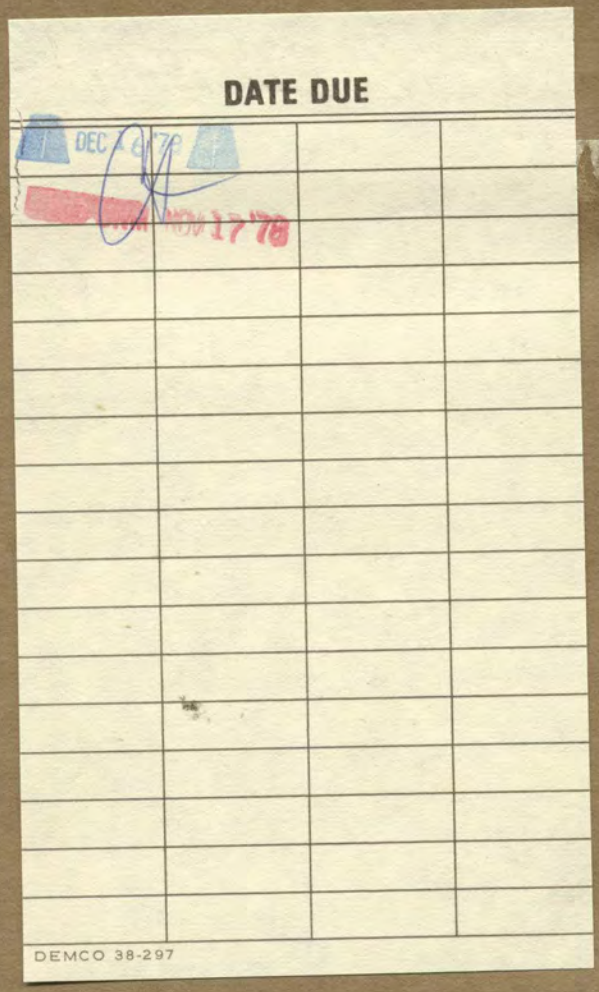
June 30,	1926	$6,133,718
"	1927	5,718,730
"	1928	6,800,605
"	1929	7,267,726
"	1930	7,269,876
"	1931	7,028,298
"	1932	6,767,928
"	1933	6,486,200
"	1934	6,028,950
"	1935	5,612,200
"	1936	5,788,100
"	1937	5,510,370

The following are amounts paid for insurance for public schools in New Mexico and the amounts received for losses during the last two years:

	Fire	Tornado	Liability or Bus	Life and Accident
1935-36				
Premium:	$55,258.23	$1,841.84	$9,634.32	
Received:	9,536.05	1,003.44	None	
1936-37				
Premium:	$57,710.83	$2,568.14	$11,782.38	$14,246.48
Received	5,719.66	3,531.98	230.15	14,860.61

IMPORTANT!

Special care should be taken to prevent loss or damage of this volume. If lost or damaged, it must be paid for at the current rate of typing.



BOOK CARD
CANCELLED

DIETER
BINDS
BETTER
DENVER, COLO.