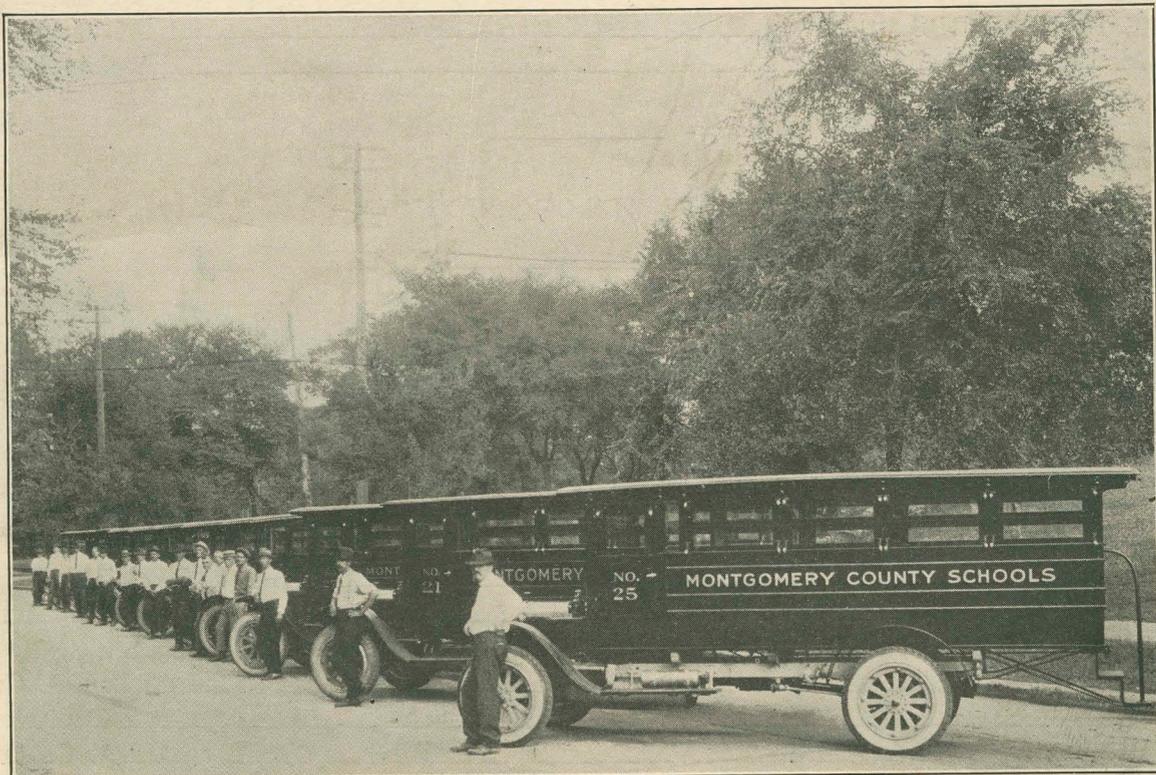


TRANSPORTATION OF SCHOOL CHILDREN

MONTGOMERY COUNTY
ALABAMA



TWELVE TRUCKS PLACED IN COMMISSION
SEPTEMBER 18, 1922

By T. L. HEAD, Jr.
Assistant Superintendent of Education



ISSUED JOINTLY BY
THE MONTGOMERY COUNTY BOARD OF EDUCATION
AND THE FARM SECTION OF THE
CHAMBER OF COMMERCE

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Capitol Heights	Miss Norma Smith
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Chisholm	H. C. Pannell
Cloverdale—High School	D. L. Taylor
Cloverdale—Elementary School	Miss Birdie Belser
Chesser	Mrs. Jessie M. Rhodes
Dublin	Miss Myra Young
Grady	Miss Myrtle Jordan
Irmadale	Miss Alexine Rollings
LaPine	Miss Minnie Herring
Mt. Carmel	Miss Annie Earle Armistead
Pine Level	G. H. Jordan
Pintlala	Ben S. Copeland
Pike Road	Paul Houchell
Ramer—High School	A. C. Anderson
Ramer—Elementary School	Miss Fannie Mae Norton
Sellers	Miss Sallie Mae Orr

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W. H. HAIGLER	A. J. STEPHENS	G. M. CHANDLER	J. D. TURNIPSEED
J. E. HAWKINS	J. J. SMILIE	JOE BRADY	CLAIBORNE PINKSTON
JOHN H. WEHR	L. D. BROOKS	JOHN MOSELEY	TOM McNEILL
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THURMAN SULLIVAN	WILLIAM CHESTNUTT	J. F. HOUGHTON	F. H. STEPHENS
G. A. MOSELEY	HENRY STEVENS	WILLIAM HALL	W. C. BOYD
CONNIE MONEY	LOUIS WILLIS	HUGER PRITCHETT	

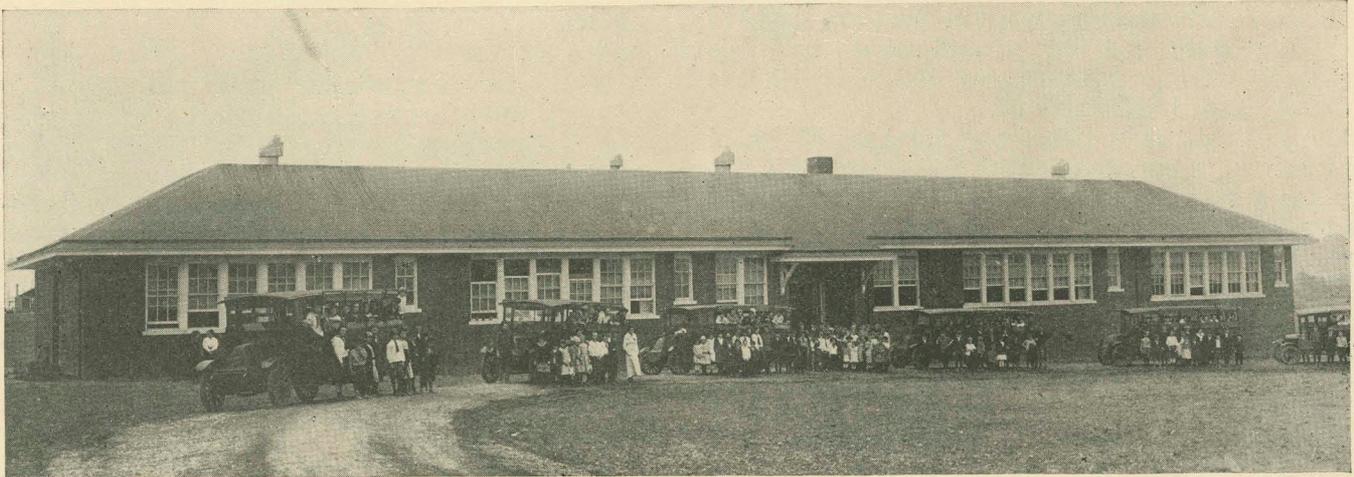
TRANSPORTATION IN MONTGOMERY COUNTY

In the spring of 1917, the County Board of Education, the first one to be elected under the new County Board Law, decided that if the schools of Montgomery County are to function they must be headed by an educator. The Board offered the county superintendency to William F. Feagin, author of the County Board Law, and one who had done a great deal to influence the Legislature to enact it.

Before entering upon the duties of the office, and while still State Superintendent of Education, Mr. Feagin had a survey made of the Montgomery County schools. This survey is interesting reading matter, much of which belongs to a story other than that which we started out to tell. But it is necessary to say the survey showed that Montgomery County had a school system not wor-

Purchase of Trucks

Since transportation of children was a new thing to the County Superintendent and the County Board of Education, and few concrete examples of it could anywhere be found, there was nothing from which a pattern could be made. However, having decided to transport children, the first problem to arise was the type of truck to purchase. The matter was closely studied, and as a result eight International one-ton chassis were bought and Wayne bodies were mounted upon them. These trucks were purchased in the fall of 1918 and after nearly five years of continuous service are now in first class condition. In the early months of 1919, the County Board of Education purchased through the same firm four ad-



PIKE ROAD JUNIOR AND SENIOR CONSOLIDATED RURAL HIGH SCHOOL

thy of the name. The type of her school was principally a one or a two-teacher type taught in almost any kind of school house, having scarcely any furniture. To make a long story short, Superintendent Feagin, after diagnosing the case, recommended a larger type of school, modern buildings, pupils transported from distances to the school, a richer curriculum and better trained teachers.

The program included the building of this type of school at Cloverdale, Grange Hall (now named Pintlala), Pike Road, Pine Level and Ramer. Pike Road and Ramer were built. Building sites and all equipment at Pike Road cost approximately ninety thousand dollars; at Ramer the cost was approximately one hundred thirty-five thousand dollars. Due to the World War, when building material was out of the question, it was impossible at that time to carry out any other part of the program.

ditional International one-ton chassis and mounted on them Wayne bodies. In the fall of 1919, three Republics and one Ford one-ton chassis were acquired and Wayne bodies were placed upon them.

Superintendent William F. Feagin having resigned in 1920, was succeeded in office July 1st, 1920, by Superintendent Arthur F. Harman, formerly superintendent of schools in Selma, Alabama. Superintendent Harman accepted the program which had been adopted by the former superintendent and set himself to develop it. Before the schools opened in the fall, two additional International one-ton chassis mounted on Wayne bodies were added to the fleet. The number of trucks was now eighteen. Truck number nineteen was purchased in the fall of 1921 to meet a need arising in the Catoma community due to an influx of north-central and western farmers. These citizens proposed to the County Board of Educa-

tion that they would maintain a truck if the Board would purchase it. Number nineteen was an International one-ton and a half chassis and body. Truck number twenty was a two-ton International chassis mounted on a body made in the city of Montgomery. It was bought because the route from Mills via Grady to Ramer became congested.

The three hundred thousand dollar bond issue and the passage of the three-mill tax in District Number Two constitute another story. They are mentioned here to show how they influenced the purchase of twelve additional trucks. At the request of Superintendent Harman and the County Board of Education, the County Board of Revenue called an election to determine whether a bond issue should be authorized for the purpose of completing the school house building project. The bond issue was authorized by an overwhelming vote of the people. Superintendent Harman requested the County Board of Education to add Chisholm to the list, and the Board, itself, added Catoma to the list of school buildings to be constructed. The County Board of Revenue added to the list Grady and LaPine, and agreed to divide the cost of improving Capitol Heights with the County Board of Education.

All of this necessitated the purchase of school room equipment and trucks. To meet this expense a special three-mill tax election was called in District Number Two (all Montgomery County except Beats Twelve, Seventeen and Twenty-one, and the city of Montgomery). The tax won by a good majority.

Twelve additional trucks were purchased in the summer of 1922, and began to operate on September 18, 1922. These trucks were: six White three-quarter ton and mounted on bodies built in the city of Montgomery; and six International one and a half-ton chassis mounted on International bodies.

The first truck to be operated in Montgomery County was Truck Number One, from Capitol Heights to the Dalraida community at the beginning of the 1918-'19 session. Because the Pike Road building was incomplete, trucks did not begin operation at that place until two or three weeks after the school opened. Then trucks numbered two, three, four and eight were put into operation from Waugh, Mt. Meigs, Cecil, Mathews, Midway, Mamie and Teasley Mill communities. In order that all trucks at Pike Road might have consecutive numbers, Number One was sent to this place and Number Eight was carried to Capitol Heights. The school at Ramer was taught the first year in the present elementary school building, and it was found not to be practical to operate trucks there until several weeks after school had opened. Then trucks numbered six and seven were run to Ramer from LeGrand, Naftel and Aurora communities. Truck Number Five was

put into operation at Hope Hull shortly after school opened in September, 1918. During the latter half of the session 1918-'19, trucks numbered ten and eleven were sent to Pike Road and those numbered nine and twelve were carried to Ramer.

In the summer of 1919, the County Board of Education purchased one Ford and three Republics—all were mounted with Wayne bodies. Number Thirteen, the Ford, was sent to Pike Road. Number Fourteen (Republic) was sent to Pintlala; and Fifteen and Sixteen (Republics) were sent to Ramer.

In a short time after Mr. Harman became superintendent, the County Board of Education purchased two additional International chassis. Upon one was mounted a Wayne body and named Eighteen. By this time it appeared to be the experience of those who had in charge transportation, that the Ford chassis and motor were too frail for a Wayne fourteen-foot body, consequently body numbered thirteen was taken off the Ford and placed upon one of the new chassis just purchased. A lighter body for the Ford was made and it was named Seventeen.

Of the twelve trucks purchased in the summer of 1922, numbers twenty-one (White) and twenty-two (International) were sent to Catoma. Twenty-three (White), twenty-four (International), twenty-five (White) and twenty-six (International) were sent to Cloverdale. Twenty-seven (White) and twenty-eight (International) were sent to Pine Level. Number thirty (International), thirty-one (White) and thirty-two (International) were stationed at Ramer.

Private Trucks

As a rule, Montgomery County has from the beginning of the system depended mainly on trucks owned by the County Board of Education. However, from time to time private trucks have occasionally been hired. At present a private truck is operated to Chisholm, and one from the Chesser and Mt. Zion neighborhoods to Ramer. Private trucks are governed by the same rules and regulations as are the county-owned trucks.

Trucks in Operation During Session 1922-'23

The total number of trucks in operation during the present school session is thirty-four. Thirty-two of these are owned by the County Board of Education, and two are privately owned as above stated. Of the county-owned trucks, one is a Ford, three are Republics, six are Whites and twenty-two are internationals.

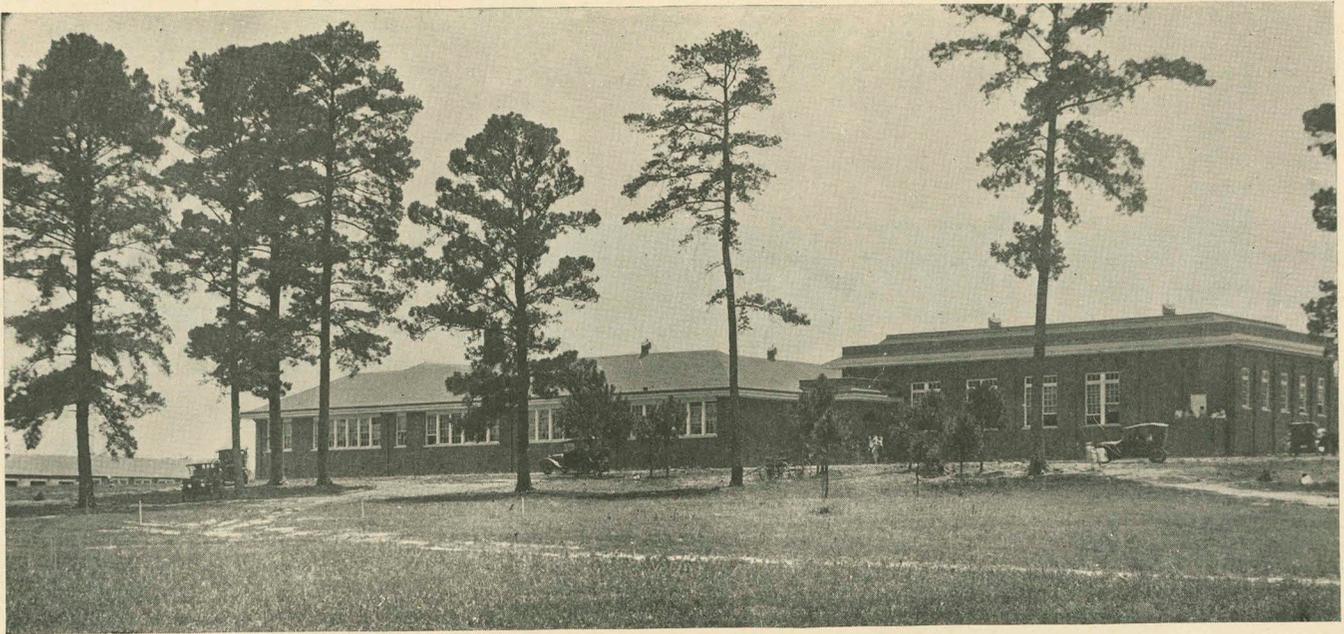
Tires

All of trucks numbered one to sixteen were equipped with three-inch plain tread solid tires.

These are now replaced with other tires. The plain three-inch ones were found to be poorly suited for conveying loads of children in forty-five hundred pound trucks over gravel roads such as are built in Montgomery County. Both pneumatic and wider solid tires have been tried. Strange to say, after nearly five years experience, we are not yet ready to assert that solid or pneumatics have superior merit. It was once thought that all the solid three-inch tires should be discarded and wheels cut down to fit pneumatics. In order to prove the case, pneumatics were put on the rear wheels of Number Seven and on all the wheels of Number Thirteen. What is known as caterpillar solids were placed on Number Six and Eighteen. The pneumatics worked well until the beginning of the second year, and then a series of blow-outs. The caterpillars have now about worn out without giving trouble or expense. The cost of the caterpillars was less than half the cost of the pneumat-

for their steady habits, and it appears not to be objectionable when the overwhelming majority of drivers is all-time men.

By this time the reader is wondering what twenty-six all-time men do. Bear in mind that the school lots in Montgomery County are large ones. Two of them have as much as eighty acres in each, one has sixty acres, another has fifty-three acres, another thirty, and none with less than eight acres. On school lots as large as these, and with a large type of school plant, there is always to be found work to do if proper plans are previously made. In one item, alone, at Ramer the truck drivers were able to save nearly one hundred dollars by unloading and hauling coal. It takes money to build athletic fields at consolidated schools. The truck drivers of Montgomery County assist in the development of athletic fields and play grounds. They can also do the repair



CONSOLIDATED RURAL JUNIOR AND SENIOR HIGH SCHOOL AT RAMER, TWENTY-FIVE MILES FROM CITY OF MONTGOMERY

ics. The County Board of Education ordered all the trucks purchased in the summer of 1922 equipped with pneumatics. After they have run a year, it will probably be definitely established whether they have merit superior to a wide tread tire of the caterpillar type.

Drivers

Montgomery County has tried both the school boy and the man drivers. There can be no doubt that it does the school boy good to drive a truck, but our experience has been that the school boy does not always do good to the truck. At present there are six school boys driving in Montgomery County, but these boys have been picked

work, which is a considerable item around a large school plant.

Care of Trucks

Transportation is the foundation upon which the consolidated school stands, and for this reason is probably the greatest factor determining the success or failure of the consolidated project. The experience of Montgomery County is that the motor-drawn vehicle must be used in the transportation of children to consolidated schools. This means the expenditure of money—much money! The county board of education who thinks it can operate trucks without making adequate plans for their up-keep has a failure waiting for itself just around the corner.

As we survey Montgomery County's experience in transporting children nearly five years, we wonder why the system is still on wheels. However, one thing that may be said to our credit is that we have done the best we knew. At no time have we ever through carelessness put in jeopardy the life of a single child. Every one of our truck drivers will testify that "The Child" has been the great object of concern. But what if those faithful old trucks could talk? A woeful tale they

would probably tell of our failure to grease and to tighten nuts which had worked loose. The only excuse that we can now give is we did not abuse because we failed to love, but abuse came because of ignorance. We offer as proof of this statement that when we learned, we profited by our experience. While this little story is being written the oldest trucks in the county are making wonderful records. To illustrate, the gas record for the week ending November 27, 1922, is given.

Truck Drivers:

Following is a report for the week ending November 24, 1922:

Truck No.	Driver.	Gas Mileage.	Trips Lost.	Delays.	Tardies.
CAPITOL HEIGHTS:					
8	E. M. Barkley	12.64*	0	0	0
12	C. M. Gilmer	8.57	0	0	0
CATOMA:					
21	J. E. Hawkins	12.21*	0	0	0
22	J. C. Stubbs	11.40*	0	0	0
CLOVERDALE:					
17	William Hall	10.50*	0	0	0
19	John H. Wehr	11.08*	0	0	0
23	John W. Amason	14.20*	0	0	0
24	Huger Pritchett	11.25*	0	0	1
25	T. J. Gholson	12.47*	0	0	0
26	Harry D. Wehr	11.31*	0	1	0
PIKE ROAD:					
1	J. D. Turnipseed	15.50*	0	0	0
2	Reuben McKillop	12.79*	0	0	0
4	Henry Stevens	10.80*	0	0	0
10	Claiborne Pinkston	11.44*	0	0	0
11	T. S. Turnipseed	11.92*	0	0	0
18	Louis Willis	12.61*	0	0	0
PINE LEVEL:					
13	Tom McNeill	11.50*	0	0	0
27	Thurman Sullivan	12.35*	0	0	0
28	G. M. Chandler	11.72*	0	0	0
RAMER:					
3	Connie Money	10.40*	0	0	0
5	John Mosley	10.00*	0	0	0
6	E. W. Collier	10.11*	0	0	0
7	A. J. Stephens	11.05*	0	0	0
9	Walter Sharpe	9.80	0	1	2
12	F. H. Stephens	12.02*	0	0	0
30	J. J. Smilie	10.24*	0	0	0
31	L. S. Smilie	12.25*	0	0	0
32	W. C. Boyd	12.33*	0	0	0
PINTLALA:					
14	W. L. Neal	11.25*	0	0	0
15	G. A. Mosley	10.88*	0	0	0
16	Joe Brady	8.85	0	0	0
29	Z. T. Davis	11.68*	0	0	0

Very truly yours,
T. L. HEAD,
 Assistant Superintendent.

Letters like the above have been mailed to principals and truck drivers for three years. It has proved to be a wonderful incentive because each driver knows every week just how he stands as a driver. The stars indicate that the truck has reached the honor roll, on which no truck is listed if it makes less than ten miles for every gallon of gas it consumed during week. Incidentally, this record is something of a thermometer telling the condition of the truck. No truck in poor condition will continuously make a good record.

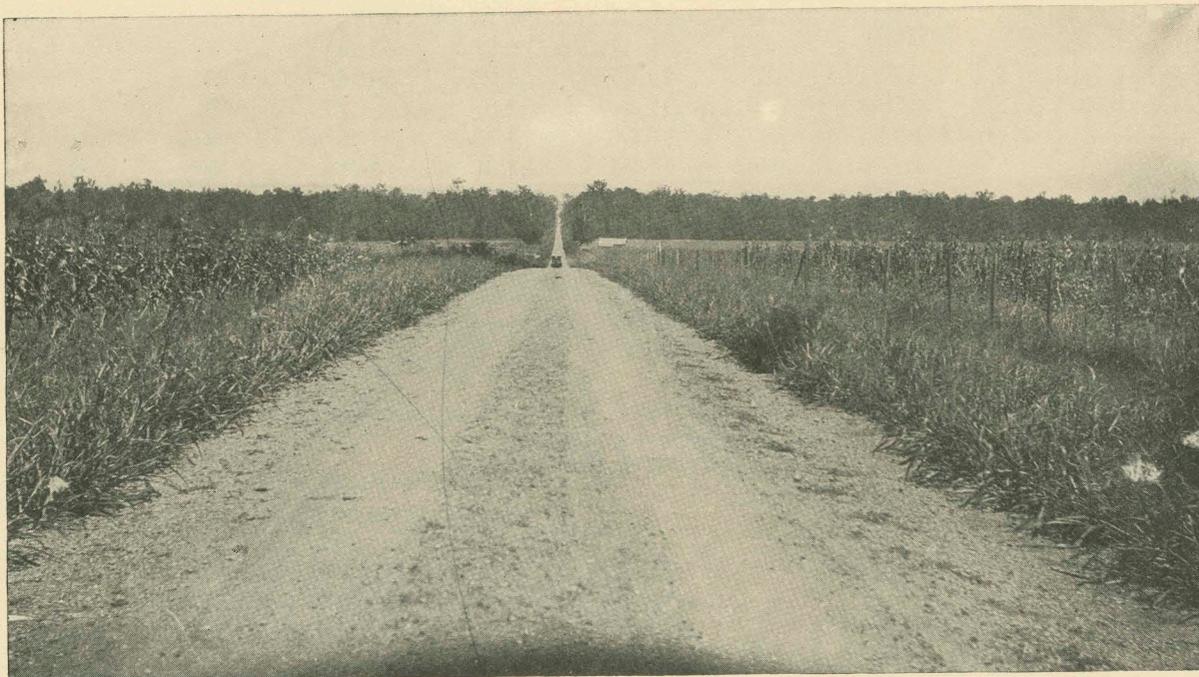
When the mechanics and drivers learned to oil trucks, fifty per cent of troubles disappeared, and when they learned to tighten loose nuts another twenty-five per cent of troubles were overcome. In time schedules were worked out. The result is Montgomery County trucks are now receiving regular attention. An extract from one of these schedules follows:

Transmission and differential alternate Mondays beginning Sept. 18.

Transmission and differential inspected for grease every Monday.

Adjusting:

- Week ending October 6—Connecting rods.
- Week ending November 3—Connecting rods.
- Week ending December 1—Connecting rods.
- Week ending January 5—Connecting rods.
- Week ending September 22—Front and rear wheels.
- Week ending October 20—Front and rear wheels.
- Week ending November 17—Front and rear wheels.
- Week ending December 15—Front and rear wheels.
- Spring clips and all bolts every Thursday.



**SCHEDULE OF GARAGE WORK, PIKE ROAD
CONSOLIDATED SCHOOL**

Greasing:

- Week ending Sept. 29—Steering gear, springs, all grease cups.
- Week ending Oct. 13—Steering gear, springs, all grease cups.
- Week ending Oct. 27—Steering gear, springs, all grease cups.
- Week ending Nov. 10—Steering gear, springs, all grease cups.
- Week ending Nov. 24—Steering gear, springs, all grease cups.
- Universal joints every Monday.

Cleaning:

- Sweep and dust daily.
- Truck outside every Thursday.
- Week ending September 29—Motors.
- Week ending October 13—Motors.
- Week ending October 27—Motors.
- Week ending November 27—Motors.

The longest transportation route in Montgomery County is twenty-three miles (from Macedonia to Pike Road, carrying senior high school pupils). The shortest route is three miles. Extremely long routes are undesirable. Most of the trucks make second trips which are always

shorter than first trips. The average number of miles each child travels daily is 11.1 miles.

Cost

The per capita cost of transporting eight hundred forty-six children last year was \$25.17. This was fifteen cents per day for each child, and

\$98.75 per month, average, for each truck. These figures include all running and overhauling expenses. In order that the reader may get some idea of the number of miles each truck traveled, the gallons of gas and oil consumed by each truck and the gas and oil mileages, the following table is being used:

RECORD OF TRUCKS OPERATED BY THE COUNTY BOARD OF EDUCATION, MONTGOMERY COUNTY, ALABAMA, FOR A NINE MONTHS PERIOD ENDING MAY 19, 1922

Truck No.	Type.	Miles Run.	Gals. Gas Used.	Gas Mileage.	Gallons Oil Used.	Oil Mileage.	Trips Lost.	Delays.	Tardies.
1	International	5,125	502	10.12	27.5	186	5	3	1
2	International	3,852	428	9.00	28.75	134	3	4	1
3	International	5,517	573	9.60	26.75	204	1	3	2
4	International	5,503	562	9.79	35.	157	0	3	3
5	International	5,576	621	8.80	24.25	230	1	11	10
6	International	6,277	641	9.73	26.75	235	5	13	7
7	International	4,474	563	7.95	39.75	113	1	11	10
8	International	6,283	456	13.76	19.65	319	0	0	2
9	International	7,104	613	11.43	47.	151	0	5	6
10	International	5,315	592	8.97	31.25	170	6	9	3
11	International	4,658	494	9.42	33.75	138	1	5	1
12	International	6,571	573	11.47	40.25	164	0	1	3
13	International	8,723	681	12.80	39.5	221	5	1	2
14	Republic	3,917	373	10.50	13.	105	0	0	0
15	Republic	8,939	804	11.24	53.5	111	0	5	0
16	Republic	6,715	628	10.69	28.75	234	0	8	6
17	Ford	5,583	652	8.56	53.25	105	2	13	10
18	International	6,211	556	11.17	37.25	167	2	1	1
20	International	965	126	7.66	2.	482	0	1	1
Totals.....		107,308	10,445	10.27	607.0	176	32	97	69

Trucks operated by private parties traveled a total of 22,330 miles, making the total number of miles traveled in transporting all children 129,638. The total cost per mile for each child was sixteen cents.

Contract and Bond

Every driver is required to enter into the following contract before starting out with a load of children:

MONTGOMERY COUNTY PUBLIC SCHOOLS

Transportation Contract

Montgomery County,
State of Alabama,

This contract, entered into between the County Board of Education of Montgomery County, the party of the first part, and _____, the party of the second part, WITNESSETH:

1. That the party of the first part hereby appoints the party of the second part to a position in the Transportation Department of its organization for a term of _____ calendar months, beginning _____ 192_____.

2. That the party of the first part shall pay to the party of the second part _____ dollars,

payable in monthly installments of _____ dollars each.

3. That the party of the second part agrees to perform services in this department under the direction of _____, Principal of _____ School, and to comply with all rules and regulations prescribed by the said Principal and the Montgomery County Board of Education.

4. The party of the second part agrees to make bond in the sum of five hundred dollars (\$500.00) for the faithful performance of this contract, said bond to meet the approval of the party of the first part.

5. That the party of the first part hereby reserves the right to annul this contract and dismiss the party of the second part for incompetency, for improper or immoral conduct, for inattention to duty, or whenever in the opinion of the party of the first part, the best interest of the school service may require.

Party of the Second Part.

Witness:

Approved by direction of the County Board of Education..... 192.....

County Superintendent of Education.

The bond referred to in the above contract is as follows:

**MONTGOMERY COUNTY PUBLIC SCHOOLS
Bond**

Know All Men by These Presents, That we,.....
.....of Alabama, as Principal, and.....

....., as Sureties, are held and firmly bound unto the County Board of Education of Montgomery County, State of Alabama, in the full sum of..... dollars lawful money of the United States for the payment of which well and truly to be made, we bind ourselves, heirs, executors, administrators, successors and assigns, jointly and severally, firmly by these presents.

Now, Therefore, the Conditions of the Above Obligation Are Such, That if the above bounden..... shall faithfully and truly perform a contract entered into this..... day of..... 192....., between the said..... and the County Board of Education of Montgomery County, Alabama, as required by law, then this obligation to be void, otherwise to be and remain in full force and virtue.

Form 5

DRIVER'S DAILY REPORT

MONTGOMERY COUNTY PUBLIC SCHOOLS

For Week Ending..... 19.....,

Driver..... From..... To.....

	No. of Children				No. of miles traveled on regular trips.	No. miles traveled on other than reg. trips.	Total number of miles truck traveled.	No. of gallons of gas used.	No. quarts of motor oil used.	No. of Tardies.	No. delays on road on acct. truck trouble.	Total time lost on trip.	Have you reported all misconduct of pupils?	Have you reported all truck trouble?	Did you flag every railroad crossing?
	Attendance		Enrollment												
	1st Trip	2nd Trip	1st Trip	2nd Trip											
Monday															
Tuesday															
Wednesday															
Thursday															
Friday															
Total															

NOTES

Write below anything about this truck which, in your opinion, needs attention.

Signed.....

Driver.

In Witness Whereof, the said Principal and Sureties have hereunto set their hands and seals this..... day of..... 192.....

..... L. S.
Principal
..... L. S.
Surety
..... L. S.
Surety
..... L. S.
Surety

Witness:

State of Alabama,
Montgomery County.

Before me,....., a Notary Public in and for Montgomery County, Alabama, this..... day of..... A. D. 192....., personally appeared the said....., to me known to be the individual who executed the foregoing bond, and he acknowledged to me that he executed the same.

Notary Public.

Reports

Reports have been made as need arose for them. The forms are given below in order that the reader may get some idea about them:

MONTGOMERY COUNTY PUBLIC SCHOOLS

School

Mechanic's Daily Report for 192

DESCRIPTION OF WORK DONE: (Add headings not printed)	Record by Trucks. (Check in Blanks.)								
	No.	No.	No.	No.	No.	No.	No.	No.	No.
Greasing:									
Jackshaft, fan, clutch, pump—daily									
Universal joints—1-4									
Transmission, Differential, 2-4									
Steering gear, springs and other greasings—2-4									
Adjusting:									
Connecting rod bearings—4-w									
Valves ground									
Brakes									
Clutch									
Wheels—4-w									
Spring clips and all bolts—1-4									
Cleaning:									
Swept and dusted inside.									
Driver—daily									
Truck outside—1-w									
Motor—2-w									
Repairs:									
New Parts:									
Time consumed in making repairs and putting in new parts									

Mechanic.



TRUCK NUMBER ONE, THE FIRST TO OPERATE IN MONTGOMERY COUNTY

end of every day the mechanic signs the report and files it in the office of the Principal. Now the Superintendent of Transportation goes to the office of the Principal and checks the report when he wishes to know what treatment the trucks at that school have had.

Rules

Our aim has been to have as few rules as possible. It seems that the following list is as simple as the subject can be made.

1. A truck carrying school children must not pass a railroad crossing until it has been properly flagged. A railroad is properly flagged when the truck comes to a complete stop at least ten feet from the track, the captain gets out and stands on the crossing until the truck has passed over it.

2. A truck, while children are on it, must not be run over seventeen miles per hour—not more than five miles per hour over wooden bridges.

3. While on the road, trucks must be run at least seventy-five yards apart.

4. No driver has the authority to change the adjustment of a carburetor, governor, or any other part of a truck, unless in case of emergency, and then he must report the change made to the head mechanic immediately upon arrival at the garage.

5. Drivers must observe all commonly accepted "rules of the road."

6. Truck must not be run extra except by direction of the Principal.

7. No one, except the driver and the children regularly assigned to a truck, shall be permitted to ride on the truck without permission of the Principal.

8. The driver must not leave the truck while the motor is running.

9. Unless in case of emergency, or by direction of the Principal, no truck shall be stopped on the road.

10. The driver must keep a clean personal appearance when driving a truck in which children

are transported. Greasy overalls, and unkempt appearance should be studiously avoided in the presence of pupils.

11. No driver known to be addicted to the use of intoxicating liquors will be employed by the County Board of Education. The use of intoxicating liquors at any time by a driver will be considered sufficient cause for dismissal.

12. No driver shall use tobacco while operating a school truck in transporting children or teachers.

13. The Principal will appoint a captain for each truck. The captain's duty will be to assist the driver in keeping order, see that all pupils are in the truck, flag railroad crossings, and perform other duties directed by the Principal.

14. There shall be no hanging on the steps, or any other part of the truck, while it is in motion. There shall be no jumping on or off a truck while it is in motion.

15. Unless instructed by the Principal, the driver must not permit a pupil to leave the truck at any station other than his regular stop.

16. Children who persistently refuse to conform to these rules or any other rule prescribed by the Principal or the County Board of Education may have taken from them the privilege of riding in any of the trucks operated by the County Board of Education.

In addition to the above rules, the Principal of every school is authorized to make any special rule which his particular problem may require.

Some Results

It is rather early for one to expect great results from a scheme so large and comprehensive as is consolidation and transportation in Montgomery County. Human behavior is slow to change, but some changes have already become so manifest that a story about transportation would not be complete unless they were mentioned.

1. The People Approve It.

At the beginning, great fears were entertained and freely expressed by many people that some-



Length of Routes

thing would surely happen. Many anxious mothers waited daily for news that a truck had overturned and seriously hurt or killed their children. These fears have been overcome, and now the County Board of Education finds it difficult to provide transportation for all who want it. In addition to this, transportation lines are already being congested by people who have moved from the city or from other sections in order to be in reach of one of Montgomery County's consolidated schools. There seems to be no desire to get so close to the school buildings that transportation may be avoided. Indeed, it appears that more people are moving to the end of the lines than to any other place.

2. The Child's Range of Acquaintance is Enlarged.

In the old days when the school districts were not more than five miles in diameter, many children were unacquainted with children living ten miles away. The isolation of farm people is one of the elements which has threatened to destroy rural life. The small district accentuated this danger, for as soon as the child, isolated in this manner, learned of the other world bustling with excitement he, then and there, made a decision that he would go to that world. This was especially true if the child was red-blooded and full of possibilities.

Under the present arrangement it is not at all infrequent for one child to be a school mate, and very likely a playmate, with another child living twenty-five miles from him. These acquaintances do not cease in the vacation time, and in many cases ties of friendship are made among the parents of these children. A bigger and a brighter world opens up to all the rural people in reach of school transportation.

3. It Enables Children to Secure a High School Education Who Would Otherwise Have to do Without It.

Look at the picture of this little girl and her home. Do you not think that transportation to a consolidated school means much to her?



4. It Makes a Demand for Better Roads.

Some have argued that good roads must precede the consolidated school. This is not always true, but a consolidated school always creates a demand for good roads. In this connection it should be said here that the Montgomery County Highway Department and the County Board of Revenue have rendered great service to the schools of Montgomery county. They have done all that any one could expect to make the roads safe for the transportation of the boys and girls of Montgomery County. It would be impossible to give too much credit to these men.

5. It Helps Solve the Teachers' Boarding Problem.

At present ten teachers are riding school trucks. They no longer have to depend upon boarding places near the school house, but can go out on transportation lines and either live with their families or secure board. This feature is especially good since the teachers' homes have not proved to be a cure-all for the teachers' boarding problem.

6. It Makes Possible Social Welfare Organizations.

During a community fair recently held at Pike Road, rain began to fall. Some one remarked, "The flag has been taken down." A boy scout without waiting for some one to tell him had taken the flag out of the rain. These boys' and girls' organizations do not die in the summer. The husky youths manage somehow to get to their meetings. This is also true of other organizations.

7. There is Every-Day Co-operation Between All the People in the District.

Every day, mothers and fathers in all parts of the district arise with one common purpose in mind—that is to get their children ready for the truck. By use of the circular letter Principals are able to call for the united action of all in one common purpose. Think of what it will mean when teachers and people learn to think and act together for the common good.

The above is a resume of the benefits of consolidation and transportation in Montgomery County. Other advantages are arising, and will arise to engage the attention and favor of the careful observer.