

August 1, 1950

To the Committee on Graduate Study:

I am submitting to you a thesis written by Reuben R. Godsey entitled "A County Wide Study of Pupil Transportation in McMinn County, Tennessee." I recommend that it be accepted for nine quarter hours of credit in partial fulfillment of the requirements for the degree of Master of Science, with a major in Educational Administration and Supervision.

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Major Professor

We have read this thesis
and recommend its acceptance:

John W. Gilliland
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Accepted for the Committee

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Dean of the Graduate School

A COUNTY WIDE STUDY OF PUPIL TRANSPORTATION IN MCMINN COUNTY, TENNESSEE

A THESIS

Submitted to
The Committee on Graduate Study
of
The University of Tennessee
in
Partial Fulfillment of the Requirements
for the degree of
Master of Science

by
Reuben R. Godsey

August 1950

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CHAPTER I

BACKGROUND FOR THE STUDY

The need for a study of school bus transportation in McMinn County, Tennessee, was first called to the attention of the writer in 1948. This was further accented by attendance at a number of school board meetings, and by hearing discussions of the routes that buses were traveling at that time. It was believed that some improvement of the routes could be made.

The writer discussed the transportation problem with the county superintendent of McMinn County. He urged the writer to give some thought to the problem as a thesis. The problem was later discussed with some of the officials of the College of Education at The University of Tennessee. Encouragement to study the problem was also given by these men.

A McMinn County Survey Group was organized in September of 1949 under the guidance of some of the professors of the College of Education. This survey group set up the following objectives:

1. Survey of present physical conditions of buildings and grounds
2. Survey of school plant utilization
3. Survey of population status and trends
4. Survey of transportation system
5. Statement of education objectives and needs
6. Survey of financial status of the county
7. Recommendations concerning the present school program and building needs.

The writer selected the transportation problem as a part of his

contribution to the survey group.

The survey group held a number of meetings during the past school year and it plans to continue these meetings through the summer. Weekly meetings approximately five hours in length were the pattern for the school year. Some leaders in the College of Education as well as a large number of educators and laymen participated in these meetings.

Statement of the Problem

The problem undertaken was the analyzation and study of present school bus routes, pupils transported, location of consolidated school centers, transportation equipment on hand, and road conditions.

Upon completion of a careful study of the above-mentioned conditions the writer believes ways can be devised whereby routes may be changed to accommodate more pupils. It is also his belief that changing some of the bus routes will result in a substantial saving in the cost of bus transportation in McMinn County.

It is believed that this study on bus transportation should enable the County Board of Education to locate more advantageously school buildings and also to help the Board in consolidation of its present schools.

Sources of Data

The data for this study of school bus transportation in McMinn County were gathered from an information survey sheet; this information survey sheet was prepared by the McMinn County Survey Group. Records from

the McMinn County Superintendent's office, the road supervisor's office, the Good Government League, principals, school board members, and bus drivers in McMinn County were also used.

Some of the data used in this study came from:

1. Annual State Statistical Reports.¹
2. A Study of Population and Enrollment Trends in McMinn County.²

Purpose of the Study

It is the purpose of this study to make a thorough analyzation of the transportation system, the pupils to be served, the location of the present schools, the routes that are now available, and the buses and equipment now owned by McMinn County for transportation in order that a greater number of pupils can be transported at reduced costs.

Consolidation of County and City School Systems

Chapter 145 of the Public Acts of 1947 of the State of Tennessee authorizes the governing body of any town or city maintaining a separate school system to transfer the administration of such school system to the county board of education and county superintendent of education of the

¹Annual Statistical Reports of the Tennessee State Department of Education, McMinn County Office of the Superintendent, Athens, Tennessee.

²E.K. Baker, "A Study of Population and Enrollment Trends of McMinn County" (Unpublished Master's Thesis, The University of Tennessee, Knoxville, Tennessee, 1950), p. 15.

county in which such town or city is located.³

Procedure

The McMinn County Survey Group selected as one of its objectives a study of the school bus transportation system in McMinn County. This problem was one that seemed to merit immediate attention.

The writer, working cooperatively with the Survey Group and the McMinn County Education Department, has attempted to point out some plans to serve more pupils, who are not within reasonable walking distance of a school, with better transportation, keeping in mind that the plans must serve the most pupils economically.

School bus routes were carefully mapped, taking into consideration the number of pupils to be served, school building centers, transportation equipment, roads, and costs per pupil.

Method of Presentation

Chapter II gives a brief history of school bus transportation in McMinn County.

Chapter III presents the chief factors affecting transportation in McMinn County.

Chapter IV deals with the chief objectives as they relate to the study.

Chapter V presents conclusions and recommendations.

³Research Report No. 69, Tennessee Taxpayers Association, 1948.

CHAPTER II

BRIEF HISTORY OF SCHOOL BUS TRANSPORTATION IN McMINN COUNTY

The first transportation furnished to public school pupils in McMinn County was in the school year of 1917-18. Three drivers were employed to transport children to Calhoun School. These drivers were paid \$30.00 a month on a six month basis to haul pupils by wagon to Calhoun School. The drivers of these wagons were John Burris, H.K. Swafford and G.C. Hutsell.¹

Center Point School, which was located about three miles southwest of Calhoun School, was consolidated with Calhoun in 1917.² This same year, grades nine and ten were added to Calhoun. It is believed that further consolidation of schools would have continued in McMinn County in the years of 1918 through 1920 had not World War I been in progress at that time.

The next school to be enlarged in McMinn County was Claxton in 1921. Grades nine and ten were added. Two drivers were employed at \$30.00 a month to haul pupils to Claxton School.³

The County Board of Elementary Schools employed Jessie Parsons to transport pupils from the Mt. Harmony community to Niota School. Bill Price was also employed to transport pupils from the Union-McMinn community to Niota School during the year 1921-22.⁴ During this same school year,

¹Statement of Fred O. Hutsell, student in Calhoun School, 1917-18.

²E.R. Lingerfelt, Superintendent of McMinn County Schools, 1921-25, 1931-35.

³Ibid.

⁴J. Will Foster, Principal of Niota School, 1922-37.

Idlewild, Hillsvlew, Claxton and Calhoun Schools were consolidated.

Wagons were placed in service at all of the above-mentioned schools. The rate of pay for wagon and driver continued to be \$30.00 a month.

The first two motor buses placed in service for transporting pupils was in 1924. One bus was operated from the Calhoun community transporting pupils in the eleventh and twelfth grades to McMinn County High School. The other motor bus was placed in service transporting pupils from the Monroe County line south on Highway No. 11 to Niota School.

During the school year of 1924-25 the transportation system in McMinn County consisted of 16 wagons and five motor buses. The wagons and trucks that had been used until the school year of 1924-25 were all privately owned. Needless to say, due to the low salaries and poor road conditions that existed in McMinn County until 1924-25, the vehicles were very poorly constructed for the use to which they were placed.

In 1924 the McMinn County Board of Education hired by contract four bus bodies built in Athens at the Shell Garage. These were the first bus bodies to be purchased by McMinn County. The bus bodies were built of wood and placed upon privately owned chassis by contract each school year.

In 1928 motor buses were placed in service transporting pupils to Etowah High School, McMinn High School, Englewood High School and Calhoun High School.

The last wagons used to transport pupils in the McMinn County schools was in 1933. The last two schools served by wagon transportation were Claxton and Hillsvlew.

In 1935 there were eight elementary consolidated school centers in

McMinn County, served by 26 buses; two grade nine-through-twelve high schools were served by four buses. The bus bodies were owned by the county and the chassis owned by the drivers.

The first complete all-steel school buses were purchased by the McMinn County Board of Education in 1937. The purchase of all-steel buses continued until at present McMinn County owns 36 complete all-steel school buses, one gasoline delivery truck, one supply delivery truck and one maintenance truck.

The pupil transportation system started in 1917 when approximately 68 pupils were being transported to Calhoun School and continued to grow until in 1949 there were 2,736 pupils enrolled for transportation with an average daily attendance of 2,446 pupils.

It is significant that pupils transported, as a whole, have better average daily attendance than non-transportated pupils, as shown in Table I.

The growth of bus transportation in McMinn County, Tennessee, is shown in Table II. The writer wishes to call to the attention of the reader that the number of pupils transported in McMinn County for the years of 1934 through 1938 and 1947 through 1948 are estimates. These estimates were taken from the principals registers filed in the superintendent office.

Rules and Regulations Governing School Pupil Transportation

The Tennessee State Board of Education has prescribed certain rules and regulations pertaining to:

1. Operation of school buses

TABLE I

SELECTED GROUP COMPARISON OF AVERAGE DAILY ATTENDANCE OF TRANSPORTED
AND NON-TRANSPORTED PUPILS IN McMINN COUNTY, TENNESSEE^a

School	Transported			Non-Transported		
	Total Enrolled	A.D.A. ^b	Per Cent of A.D.A. ^b	Total Enrolled	A.D.A. ^b	Per Cent of A.D.A. ^b
Calhoun	188	170	95.7	331	273	82.5
Carlock	101	93	92.1	163	119	73.0
Claxton	150	146	97.3	166	146	88.0
Gonasauga	57	50	87.7	159	130	81.8
Englewood	383	358	93.5	915	754	82.4
Goodsprings	91	87	95.6	105	88	83.8
Hillsview	154	139	90.3	171	148	86.5
Idlewild	208	188	90.4	283	208	73.5
Mt. Harmony	39	38	97.4	68	57	83.8
Niota	276	251	90.9	508	399	78.5
North Etowah	48	42	87.5	127	96	75.6
North Liberty	8	7	87.5	62	53	85.5
Pine Grove	29	28	96.6	74	52	70.3
Pond Hill	10	9	90.0	61	56	91.8
Riceville	279	252	90.3	395	327	82.8
Russells	10	9	90.0	25	18	72.0
Tranquility	17	15	88.9	65	53	81.5
Tennessee Wesleyan College Practice School	42	38	90.4	99	79	79.8
Union Grove	164	161	98.2	208	170	81.7
Zion Hill	19	17	89.5	46	35	76.1
J. L. Cook (Colored)	75	75	100.0	136	107	78.7
Lanetown (Colored)	14	12	85.7	7	5	71.4
Oak Grove (Colored)	15	15	100.0	22	22	100.0
Totals	2,377	2,200	92.5	4,196	3,395	80.9

^aTaken from Principal's Register located in McMinn County Superintendent's Office, Athens, Tennessee.

^bAverage daily attendance, 1949-50.

TABLE II

GROWTH OF BUS TRANSPORTATION IN McMINN COUNTY, TENNESSEE^a

School Years	Number of Buses	Number of Pupils Transported	Average Number of Pupils Per Bus
1921-1922	10	200	20
1922-1923	11	220	20
1923-1924	9	200	22
1924-1925	21	390	25
1925-1926	21	400	25
1926-1927	25	500	26
1927-1928	26	880	34
1928-1929	26	1,084	42
1929-1930	39	1,132	51
1930-1931	37	1,421	41
1931-1932	31	770	25
1932-1933	33	861	26
1933-1934	30	823	27
1934-1935	30	870 ^b	29
1935-1936	30	901 ^b	30
1936-1937	33	1,419 ^b	43
1937-1938	34	1,491 ^b	44
1938-1939	30	1,510	30
1939-1940	34	1,452	43
1940-1941	28	1,715	61
1941-1942	25	1,837	73
1942-1943	23	1,729	75
1943-1944	23	1,551	68
1944-1945	23	1,536	67
1945-1946	25	1,285	51
1946-1947	26	1,557	60
1947-1948	31	2,304 ^b	74
1948-1949	33	2,438	74
1949-1950	34	2,692	79

^aTaken from Annual Statistical Reports, McMinn County, Office of the Superintendent, Athens, Tennessee.

^bEstimated.

2. School bus drivers
3. Specifications of school buses

These rules and regulations are as follows:⁵

(1) Transportation shall be defined as those services necessary in providing safe and adequate conveyance to pupils who live more than one and one-half miles from a school of appropriate race and grade level. The responsibility for these services may be delegated to individuals in case of private contract system.

(2) Each school bus used in transporting pupils shall be inspected at least once each year by a representative of the State Department of Education. This inspection will be made to determine the safety of the equipment in use and whether it meets the requirements for pupil transportation under the minimum school program. In case minor repairs are necessary to put equipment in condition to meet state requirements a reasonable time will be allotted each county for this service.

(3) The supervisor of school plant shall keep records of transportation cost and pupils transported and make necessary reports through the county superintendent to the State Commissioner of Education.

(4) School bus routes shall be subject to the approval of the State Commissioner of Education in order that most efficient and economical services may be rendered.

(5) The county school board of each county shall carry or cause to be carried a policy of insurance in the amount that follows in the table:

⁵Tennessee State Board of Education, Rules and Regulations, May 1949, pp. 61-62.

Kind of equipment	Limit for bodily injuries to or death of of one passenger	Limit for bodily injuries to or death of all persons injured or killed in any one accident (subject to a maximum of \$5,000 for bodily injuries to or death of one person)	Limit for loss or damage in any one accident to property of others (in- cluding occupants*
passenger equipment (seating capacity)			
7 passenger or less	\$5,000	\$15,000	\$1,000
8 to 12 passengers, inc.	5,000	20,000	1,000
12 to 20 passengers, inc.	5,000	30,000	1,000
21 to 30 passengers, inc.	5,000	40,000	1,000
31 passengers or more	5,000	50,000	1,000

*This item is optional for privately owned, but mandatory for publicly owned, vehicles. However, it is recommended for all vehicles operated in the State.

(6) The county board of education shall provide facilities or make arrangements for servicing buses quickly when breakdowns occur.

(7) No administrative unit operating under the minimum program shall charge fees directly or indirectly to any pupil riding a school bus.

(8) No school bus shall enter another county for the purpose of transporting pupils without the mutual consent of the counties concerned, under a written agreement signed by the chairman and secretary of the county board of education of each of said counties, a copy of which shall be forwarded to the State Commissioner of Education.

(9) A county may provide any amount of funds from local sources and use any portion of such funds for transportation over and above the amounts charged against a county for participation in the minimum program.

(10) A county court may, under existing law, issue bonds for the purchase of school transportation equipment and for providing other school transportation facilities. (Delegated to McMinn County Council)⁶

⁶Chapter 346 of the Private Acts of Tennessee of 1947, The McMinn Council-Manager Government Act.

(11) A pupil may become ineligible for pupil transportation when his behavior is such as to cause dissension on a school bus, or when he disobeys state or local rules and regulations pertaining to pupil transportation.

(12) The driver of any school bus transporting school children in the State shall not be less than twenty-one (21) years of age. If a new employee, he shall not be more than fifty-five (55) years of age.

(13) Each school bus driver shall have a special chauffeur's license as required by State Laws.

(14) Each school bus driver shall be informed by the county superintendent, or person designated by him, of all State and local laws affecting the safety and welfare of transported pupils.

(15) Each school bus driver shall possess a certificate of physical fitness for the job. This certificate shall be issued on forms provided by the State Commissioner of Education. The certificate shall be signed by an approved physician after a complete physical examination has been made.

(16) School bus drivers shall be neat in appearance, courteous to parents and children, and cooperative with teachers and school officials.

(17) School bus drivers shall not use profanity or tobacco in any form when children are being transported.

(18) No person shall be employed as a school bus driver who uses intoxicating beverages in any form.

(19) Each school bus driver shall be responsible for the sweeping and cleaning of his bus at least once each day.

(20) Each school bus driver shall report any misconduct of pupils to the principal of the school to which the pupil belongs.

(21) It shall be the duty of each driver of a school bus to promote safety habits with the group of pupils which he transports.

(22) Each bus driver shall report condition of bus to supervisor of school plant and cooperate in keeping equipment in best possible state of repair.

(23) All school buses purchased by a county or a private contractor shall meet all state requirements.

(24) School bus equipment must be kept in condition to operate safely at all times and conform to specifications as hereinafter set forth.

(25) Metropolitan or special type vehicles shall be approved by the Commissioner of Education. Specifications for vehicles of above type shall be presented to State Department of Education for approval before purchase is made.

CHAPTER III

FACTORS AFFECTING SCHOOL BUS TRANSPORTATION IN McMINN COUNTY

With an increase in diversified occupations a greater demand has been made for the schools to provide increased educational opportunities. As small schools have been found to be inefficient in providing the necessary opportunities, programs were planned whereby these small schools could be consolidated into larger school centers. These consolidations were made possible by improvements of roads and more rapid transportation. As a result of the consolidation of schools, the problem of school transportation has become an important part of organizing and administering the county school program.

A further analysis of the transportation system in McMinn County may be made by studying the number of buses, the number of pupils to be transported, the number of schools to be served, the conditions of buses available, and the road conditions. It is significant from Table III that there is a wide difference in the number of pupils transported per bus and the length of the bus routes. It may be seen from these figures that there is little uniformity in the number of pupils transported per bus and the length of bus routes.¹

Length of Routes and Cost of Transportation

The type of road, natural barriers, condition of bus, and care of

¹Taken from Annual Statistical Reports, McMinn County, Office of the Superintendent, Athens, Tennessee.

TABLE III

SCHOOL BUS TRANSPORTATION IN McMINN COUNTY, 1949-1950

Route Number	Route Miles	Schools Served	Pupils Enrolled for Transportation	Average Daily Attendance	Bus Capacity	Bus Overload	Cost Per Year Per Bus	Cost Per Year Per Pupil Transported
2	4	Tranquility	17	15	42			
	5	Pond Hill	10	8	42			
	6	Russells	11	10	42			
	20	McMinn High	64	60	42	18	\$1,638.36	\$17.62
3	13	Hillsview	48	44	42	2		
	14	Hillsview	48	44	42	2	1,314.39	14.94
4	3	Pine Grove	29	28	32			
	6	North Liberty	10	8				
	40	McMinn High	43	35	32	3	1,364.48	19.22
5	40	Claxton	60	57	32	25	1,394.57	24.47
6	20	Niota	44	40	42			
	20	Niota	40	33	42		1,426.22	19.54
7	25	Riceville	57	52	32	29	1,408.73	27.09
8	24	Union Grove	76	70	42	28	1,390.25	19.86
9	45	Claxton	62	60	42	18	1,450.50	24.18
10	40	Calhoun	60	51	42	9	1,438.20	28.20

TABLE III

SCHOOL BUS TRANSPORTATION IN McMINN COUNTY (CONTINUED)

Route Number	Route Miles	Schools Served	Pupils Enrolled for Transportation	Average Daily Attendance	Bus Capacity	Bus Overload	Cost Per Year Per Bus	Cost Per Year Per Pupil Transported
11		(Extra)						
12	31	Calhoun	67	57	42	15	\$1,386.84	\$24.33
13	10	Mt. Harmony	36	32	32			
	8	Niota	17	14	32			
	24	McMinn	42	40	32	8	1,388.45	16.14
14	4	Carlock	49	43	42	1		
	6	Goodsprings	59	56	42	14		
	18	Etowah High	28	26	42			
	4	Etowah Elementary	12	12	42			
	4	Etowah Junior High	7	7	42		1,575.60	10.94
15	30	Niota	64	53	42	11	1,211.40	22.86
16	24	Union Grove	62	60	42	18	1,333.10	22.22
17	10	Union Grove	41	39	42			
	10	Niota	18	15	42			
	25	McMinn High	50	49	42	7	1,506.15	14.62
18	12	Riceville	68	61	32	29		
	22	McMinn High	12	12	32		1,400.48	19.46
19	21	Cook High	37	37	32	5	1,457.56	39.39

TABLE III

SCHOOL BUS TRANSPORTATION IN McMINN COUNTY, 1949-1950 (CONTINUED)

Route Number	Route Miles	Schools Served	Pupils Enrolled for Transportation	Average Daily Attendance	Bus Capacity	Bus Overload	Cost Per Year Per Bus	Cost Per Year Per Pupil Transported
20	11	Idlewild	47	42	42			
	11	Idlewild	42	37	42		\$1,194.66	\$15.12
21	18	Englewood	64	49	42	7		
	17	Englewood	63	44	42	2	1,365.67	14.68
22	17	North Etowah	48	40	42			
	4	Etowah Junior High	7	6				
	4	Etowah Elementary	11	11				
	20	Etowah High	25	24	42		1,467.02	16.72
23	22	Riceville	70	62	42	20		
	20	McMinn High	53	48	42	6	1,373.50	12.49
24	24	Claxton	55	53	42	11		
	10	Goodsprings	9	9				
	6	Etowah High	13	13	42		1,384.85	18.46
25		(Extra)						
26	35	Riceville	72	65	42	23	1,300.89	20.01

TABLE III

SCHOOL BUS TRANSPORTATION IN McMINN COUNTY, 1949-1950 (CONTINUED)

Route Number	Route Miles	Schools Served	Pupils Enrolled for Transportation	Average Daily Attendance	Bus Capacity	Bus Overload	Cost Per Year Per Bus	Cost Per Year Per Pupil Transported
27	5	Carlock	69	50	32	18		
	5	Goodsprings	26	25	32			
	22	Etowah High	30	28	32		\$1,372.50	\$13.33
28	15	Conasauga	53	49	42	7		
	38	Etowah Junior High	5	5				
	39	Etowah High	34	32	42		1,595.51	18.55
29	20	Riceville	72	65	42	23	1,333.72	20.52
30	20	Idlewild	45	36	42			
	20	Idlewild	42	36	42		1,608.95	22.35
31	15	Hillsvlew	53	47	42	5		
	27	Calhoun	65	58	42	16	1,420.24	13.53
32	20	Englewood	75	58	42	16		
	20	Englewood	74	58	42	16	1,305.99	11.26
33	16	Niota	49	42	42			
	15	Niota	44	40	42		1,342.75	16.38
34	7	Idlewild	47	42	42			
	21	T. W. C.	39	36	42			
	22	McMinn High	40	37	42		1,373.92	11.95

TABLE III

SCHOOL BUS TRANSPORTATION IN McMINN COUNTY, 1949-1950 (CONTINUED)

Route Number	Route Miles	Schools Served	Pupils Enrolled for Transportation	Average Daily Attendance	Bus Capacity	Bus Overload	Cost Per Year Per Bus	Cost Per Year Per Pupil Transported
35	6	Zion Hill	28	24	42			
	15	Englewood	55	47	42	5		
	15	Englewood	56	48	42	6	\$1,325.70	\$11.14
36		(Extra)						
37		(Gas delivery)					1,495.51	
38		(Maintenance)					1,694.41	
39		(Maintenance)					1,260.00	
40		(Maintenance)					720.00	
41	6	Lanetown	14	12				
	27	Cook High	38	38			720.00	14.40
42	14	Oak Grove	13	11			450.00	40.91
43	47	Cook High	37	37	32	5	1,665.00	45.00
44	10	(Spur) Transferred	10	8			135.00	16.87
Totals			3,030	2,692				
Average Cost per Pupil Transported								\$21.65

buses by drivers are due consideration in analyzing the transportation system.

By a careful study of the length of the routes, the number of students transported, the existing duplication of routes, and the road conditions, the writer believes that the Board of Education of McMinn County can effect substantial savings which may be used in providing better equipment and in transporting additional pupils.

A map of McMinn County, showing the present bus routes and the location of schools, is shown in Figure 1. A map indicating proposed changes in bus routes (and recommended changes) are shown in Figure 2.

The first map of McMinn County has the present bus routes indicated in waterproof ink. The red ink indicates the routes that white pupils are transported over to school centers. The red numbers are used to indicate the number of the bus routes. If more than one school is served by the same bus the first school to be served will be indicated by an A being placed with the number. The green ink indicates the colored bus routes; the same procedure being carried out in numbers and letters.

The second map indicates the present bus routes and recommended changes which is indicated by blue ink.

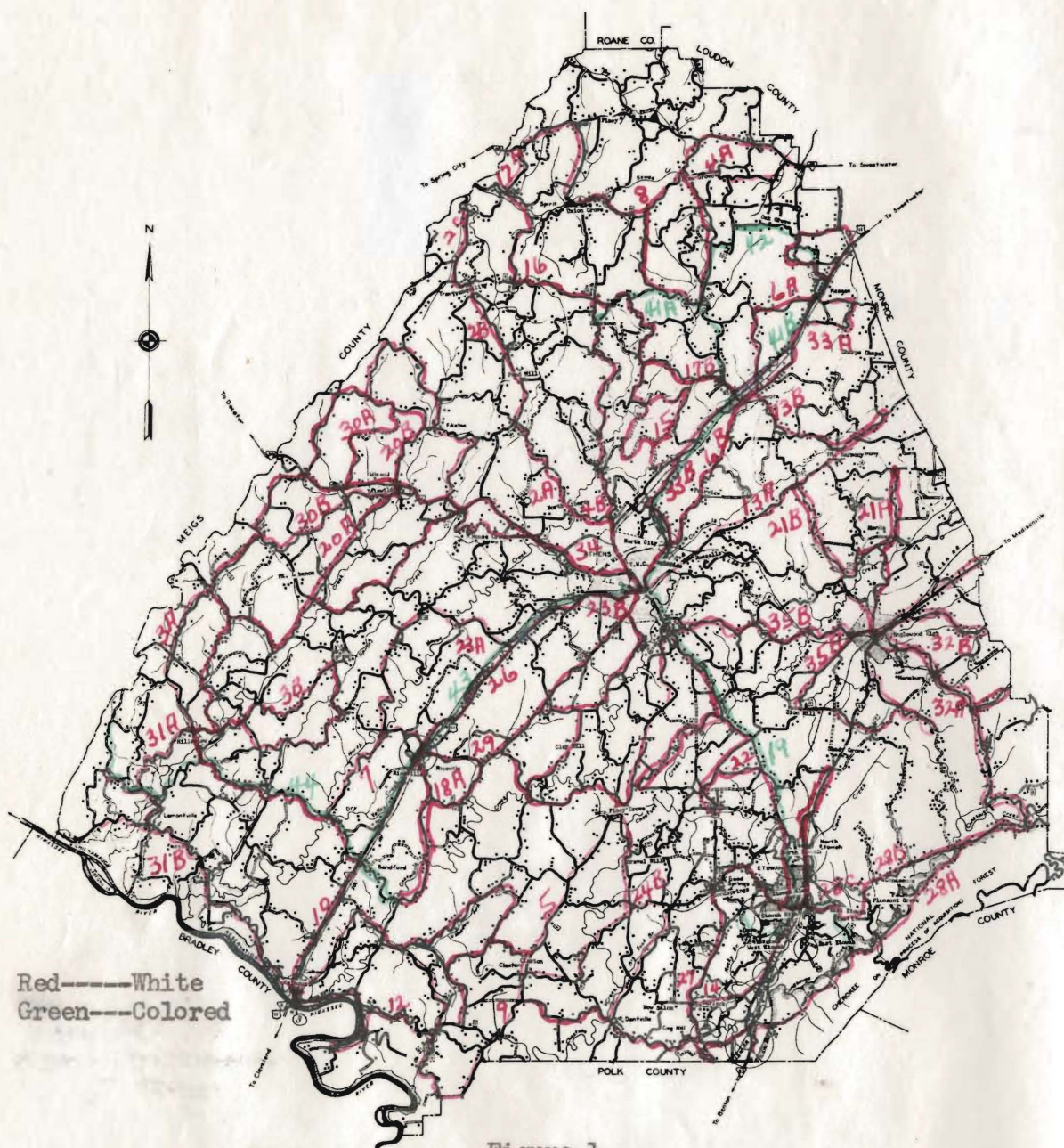


Figure 1.

Present Bus Routes and the Location of Schools

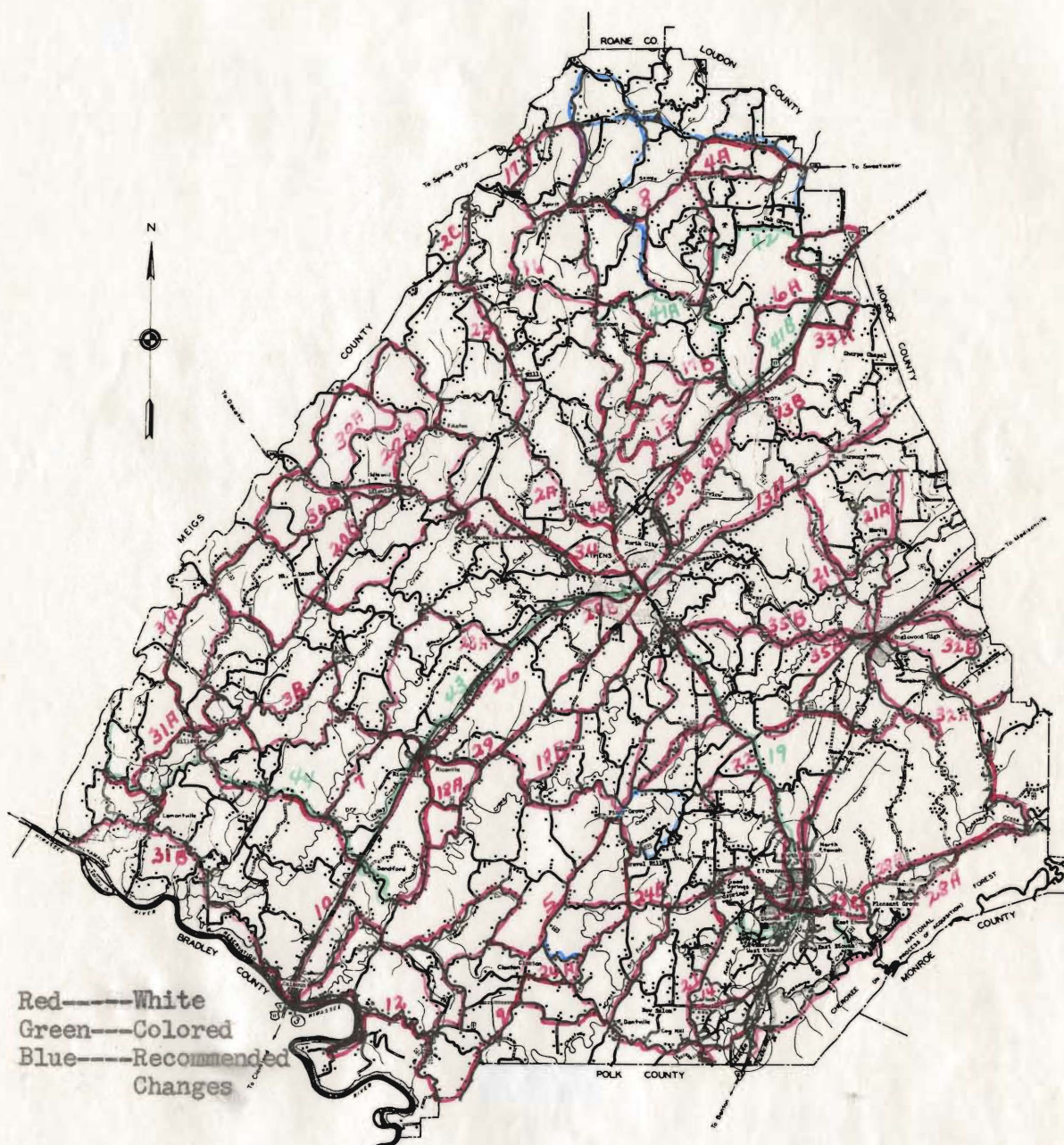


Figure 2.

Proposed Changes in Bus Routes and Recommended Changes

CHAPTER IV

CHIEF OBJECTIVES AS THEY RELATE TO THE STUDY

School bus transportation has had a phenomenal growth in McMinn County. During the first World War, people in the rural sections began to realize the necessity of a better education for their children. With this in mind, a consolidation program was started in the county. This consolidation program necessitated pupil transportation to the schools. Once consolidation and transportation were under way the public acknowledged the improvements made by cooperating in further consolidations.

The coming of automobile transportation and improved highways, making it possible to transport pupils quickly and safely over a distance of several miles, hastened the process.

In 1937 the State of Tennessee began to allot funds to counties that were transporting pupils. This allotment of state funds for transportation further spurred the consolidation and transportation programs. In some counties the transportation funds allotted from the State of Tennessee take care of the total pupil transportation expenses except for capital outlay.

Analyzation and predicted transportation figures and forecasts were made on 23 white schools and three colored schools. This survey includes all the public schools in McMinn County that have transportation. Tables have been prepared which show the analization and predicted transportation for each of the schools of the county by age and grade. Graphs have been prepared which show the analization and predicted transportation trends

for each of the schools of the county which have school bus transportation.

To forecast these trends on transportation approximately 7,500 information survey sheets were used to gather data from the public school pupils of McMinn County. The percentage of survival was computed by taking the average survivals in selected years from 1940 to 1950.¹ This percentage survival was applied to every school having transportation in McMinn County.

In this study the Etowah Elementary School and the Junior High School were treated as one school. There is a mutual agreement between McMinn County Board of Education and the Etowah City Board of Education on the transportation of McMinn County pupils to the Etowah city schools.

The Etowah city schools have ample building space to care for these additional pupils which are being transported to the Etowah city schools. There is a charge by the Etowah City Board of Education of \$13.50 per pupil per year for those students in the county who attend the city schools. This arrangement between the two school systems is a mutual help to care for the pupils concerned more adequately.

Recommended Consolidations

This study reveals that Pine Grove School should be consolidated with Claxton School. Pine Grove School is located three miles north of Claxton School on an all-weather gravel road. It has shown a decrease of

¹E.K. Baker, "A Study of Population and Enrollment Trends of McMinn County" (Unpublished Master's thesis, The University of Tennessee, Knoxville, Tennessee, 1950), p. 15.

more than 50 per cent in pupil enrollment over the last decade. The enrollment forecast for the next decade points toward a continuing drop in the number of pupils.

The old frame building is in a very poor state of repair and is not suitable to house the present student enrollment.

This consolidation would require two runs for one bus, which should be able to transport pupils from the Pine Grove and Gravel Hill communities to Claxton School.

Claxton School ninth and tenth grade pupils should be transported to Etowah High School on bus route No. 24B. This would not necessitate an additional bus.

Gravel Hill School is located approximately three miles northeast of Claxton on an all-weather gravel road. The enrollment has shown a decline during the past decade. The forecast for pupil enrollment at Gravel Hill School indicates that the decline in attendance will continue downward for the next ten years. Gravel Hill School should be consolidated with Claxton School. The same bus should transport the students from Gravel Hill and Pine Grove communities to Claxton School. The consolidation of Pine Grove and Gravel Hill would give the children in these communities additional opportunities to gain a better education. The pupils could be served more effeciently and at less expense under the recommended consolidations.

Claxton School is located seven miles west of Etowah on an all-weather gravel road. A partially loaded bus is already transporting eleventh and twelfth grade pupils to Etowah High School from the Claxton

community. This consolidation would not necessitate additional classrooms. It is the belief of the writer that the ninth and tenth grade pupils from Claxton School should be transported to Etowah High School. The State Department of Education recommends that where feasible ninth and tenth grades should be consolidated with eleventh and twelfth grade schools.

TABLE IV

CALHOUN SCHOOL TRANSPORTATION BY AGE AND GRADE

Grade	Age																	Total
	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21		
1	14	5				1											20	
2		11	12	9	2												34	
3			11	9	5	5	1	1									32	
4				6	5	3	3	1		1	2						21	
5			1		9	7	3	3	3	1							27	
6						6	7	3	1								17	
7							4	8	4	2							18	
8								3	5	3							11	
9									7	5	3						15	
10										4	5	2		2			13	
11											6	4	2	1			13	
12													3	1			4	
Totals	14	16	24	24	21	22	18	19	20	16	16	6	5	4			225	

Calhoun School, located in the south-central part of the county, is served by three buses, one bus serving Hillsview and Calhoun, drawing students from the southwestern section of the county. Another bus transports students from the south-central section, and another bus transports pupils from the southeastern section of the county.

Pupils Enrolled
for
Transportation

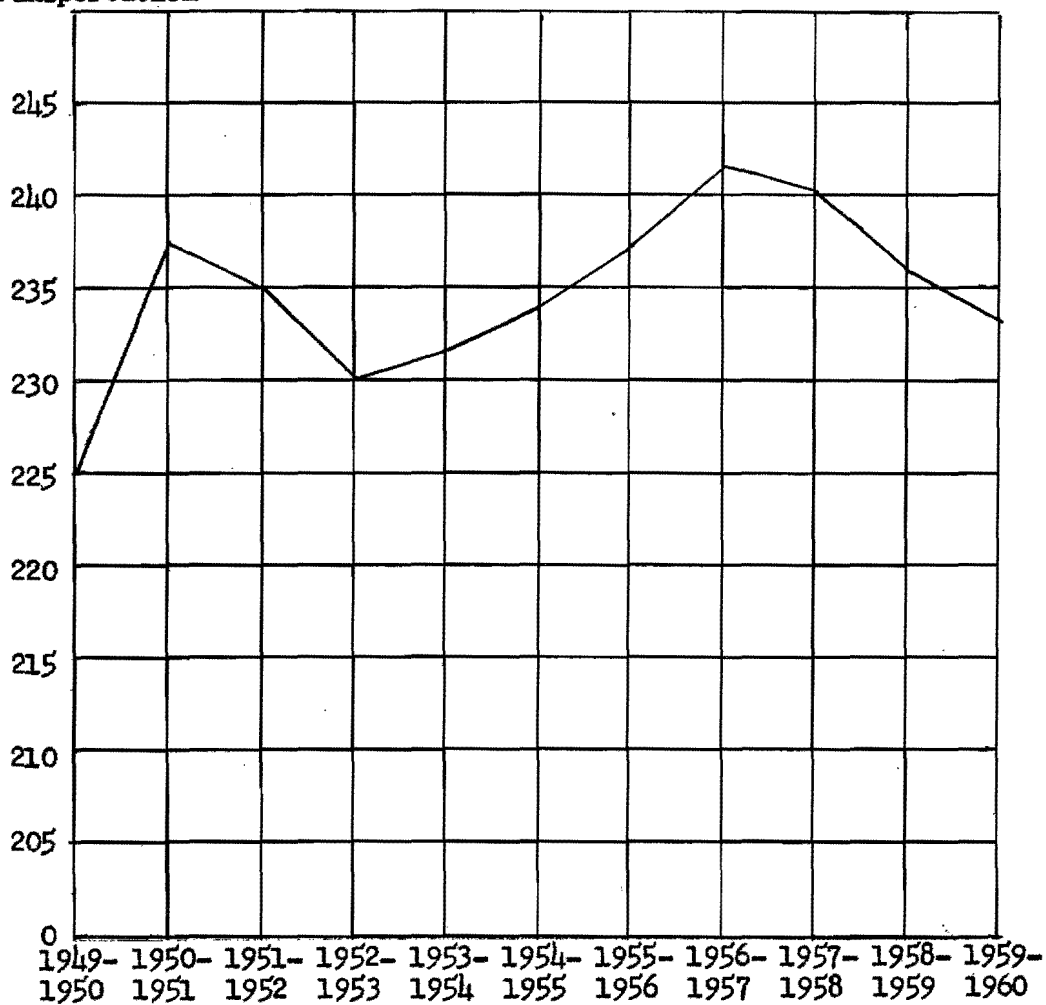


Figure 3

Transportation Forecast for Calhoun School (Grades 1 through 12)

TABLE V

CARLOCK SCHOOL TRANSPORTATION BY AGE AND GRADE

Grade	Age													Total
	6	7	8	9	10	11	12	13	14	15	16	17	18	
1	8	8	2											18
2		6	6		3	1								16
3			2	5	7	1	1	1						17
4				4	4	2	2							12
5					1	1	1	1	1					5
6						1	5	7	1	1		1		16
7							4	5	4	3	1			17
8								3	3	4				10
Totals	8	14	10	9	15	6	13	17	9	8	1	1		111

Carlock School, located in the southeastern part of the county, is served by one bus making two complete routes and transporting pupils from the southeastern section of the county.

Pupils Enrolled
for
Transportation

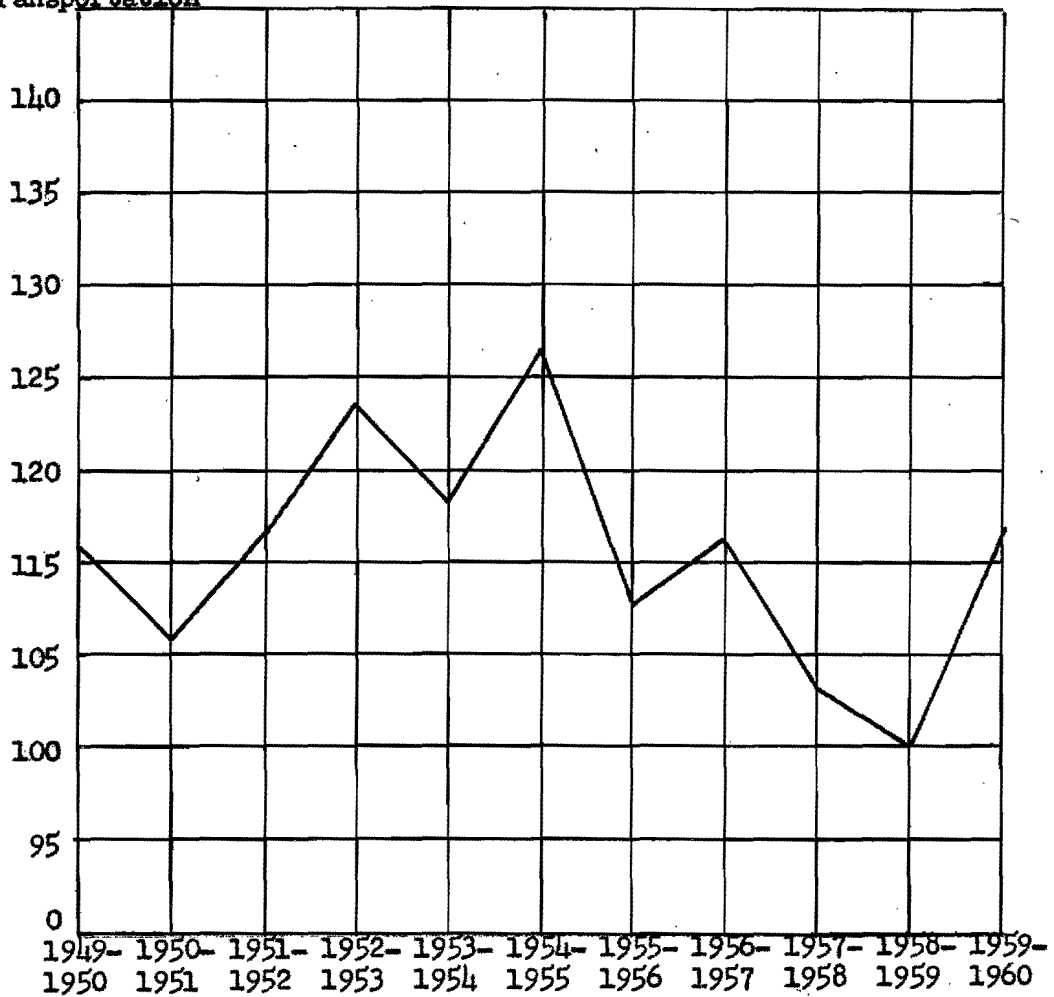


Figure 4

Transportation Forecast for Carlock School

TABLE VI

CLAXTON SCHOOL TRANSPORTATION BY AGE AND GRADE

Grade	Age																Total
	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	
1	9	7	2														21
2		10	6	1	1												18
3			5	6	7	1											20
4				4	4	7	3	2									20
5						2	4	3	1								10
6				2	2	2	5	3	1								15
7						1		5	3	3	1						13
8							2	3	4	5	2		1				21
9							1	1		8	2	2		1			13
10									1		4	5	1	1			12
Totals	9	17	13	13	15	13	20	17	10	16	9	7	2	2			163

Claxton Junior High School, located seven miles west of Etowah in the south-central section of the county, is served by three buses which transport pupils from the south-central part of the county. This study reveals that Piney Grove and Gravel Hill Schools should be consolidated with Claxton School. The high school students of Claxton School should be transported to Etowah High. These consolidations can be made without additional buildings.

Pupils Enrolled
for
Transportation

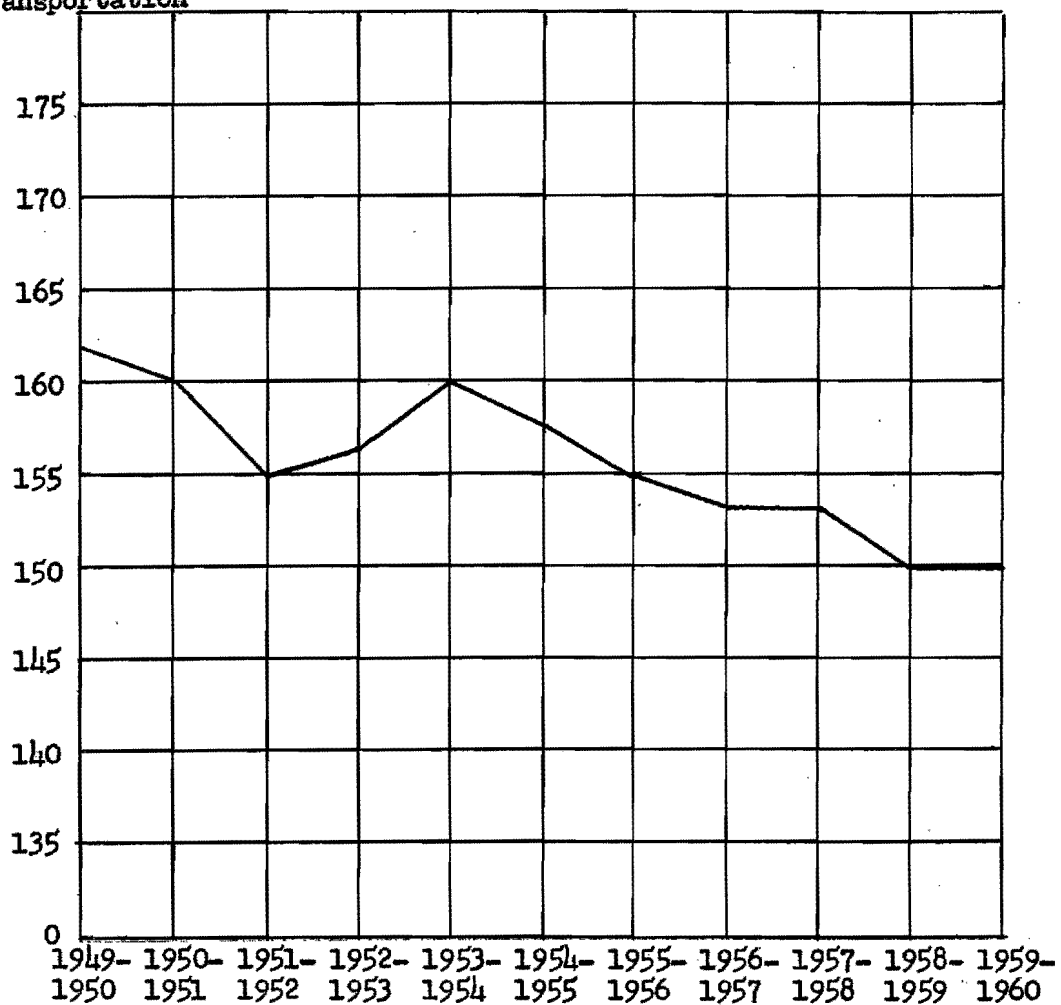


Figure 5

Transportation Forecast for Claxton School

TABLE VII

CONASAUGA SCHOOL TRANSPORTATION BY AGE AND GRADE

Grade	Age													Total
	6	7	8	9	10	11	12	13	14	15	16	17	18	
1	2	7	2	2										12
2			2	3	1	1				1				9
3			2		2	1								5
4				2	3	2	3	1	1					12
5							2	1	1					4
6					1	1	1			1				4
7							1	3	1		1			6
8											1			1
Totals	2	7	6	7	7	5	7	5	3	2	2			53

Conasauga School, located about three miles east of Etowah, is in the eastern section of the county. This school is served by one bus. This bus transports pupils from the eastern section of the county to Conasauga School.

Pupils Enrolled
for
Transportation

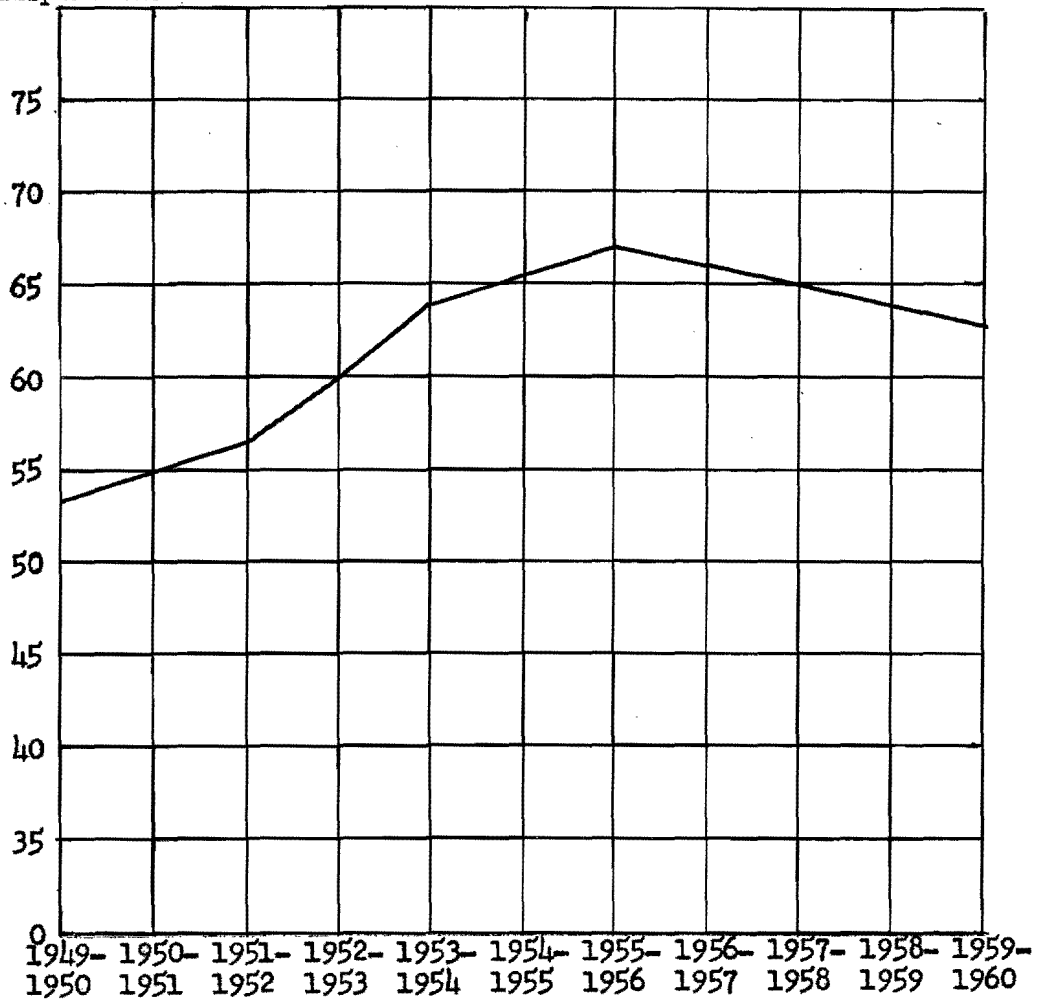


Figure 6

Transportation Forecast for Conasauga School

TABLE VIII

ENGLEWOOD SCHOOL TRANSPORTATION BY AGE AND GRADE

Grade	Age																	Total
	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21		
1	36	27	13	5	1	1											83	
2		11	9	7	9	1	2	2	1		1						43	
3		1	10	22	10	2	2										53	
4				8	18	9	7	5	4	2							53	
5					10	10	8	9	6	2							45	
6					1	7	11	11	5	6	1						42	
7							4	7	10	4	3						28	
8								7	9	7	2	1					26	
9									7	7	6						20	
10										5	10	5	2				22	
11										1	1	6	1	1	1		11	
12											1		3	3	1		8	
Totals	36	39	32	42	49	30	34	41	42	34	25	12	6	4	2		428	

Englewood School is located in the northeastern section of McMinn County. It is served by three buses. Two routes are served by each bus. These buses transport pupils from a large area in the northeastern section of the county.

Pupils Enrolled
for
Transportation

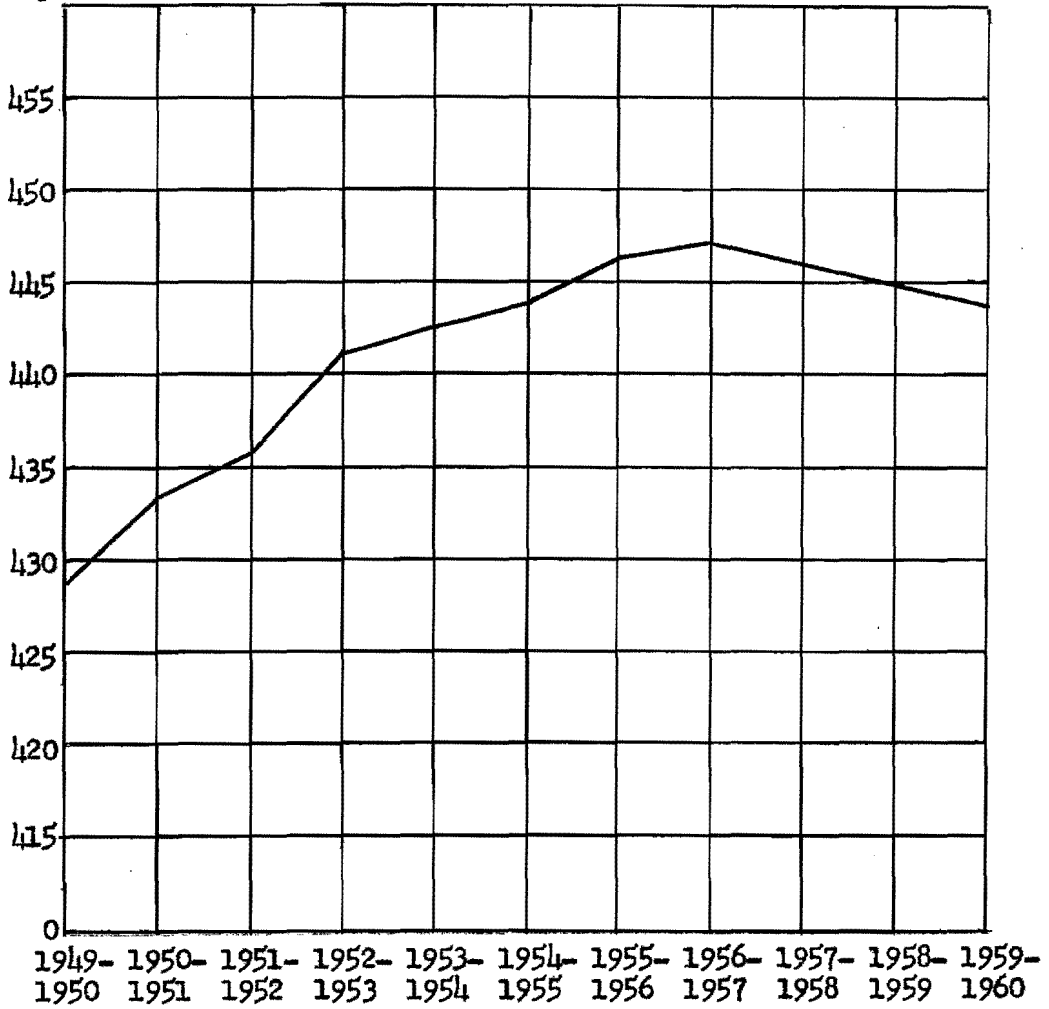


Figure 7

Transportation Forecast for Englewood School (Grades 1 through 12)

TABLE IX

ETOWAH HIGH SCHOOL TRANSPORTATION BY AGE AND GRADE

Grade	Age									Total
	13	14	15	16	17	18	19	20	21	
9	1	10	19	12	2					44
10		1	13	8	7				1	30
11				13	13	3	1			30
12				1	9	9	4			23
Totals	1	11	32	34	31	12	5		1	127

Etowah High School is located in the southeastern section of McMinn County. It is served by five buses. These buses transport pupils from a large section of the southeastern part of the county. This study reveals that the high school students from Claxton School should be transported to Etowah High School. This consolidation would not necessitate any additional buses or buildings.

Pupils Enrolled
for
Transportation

38

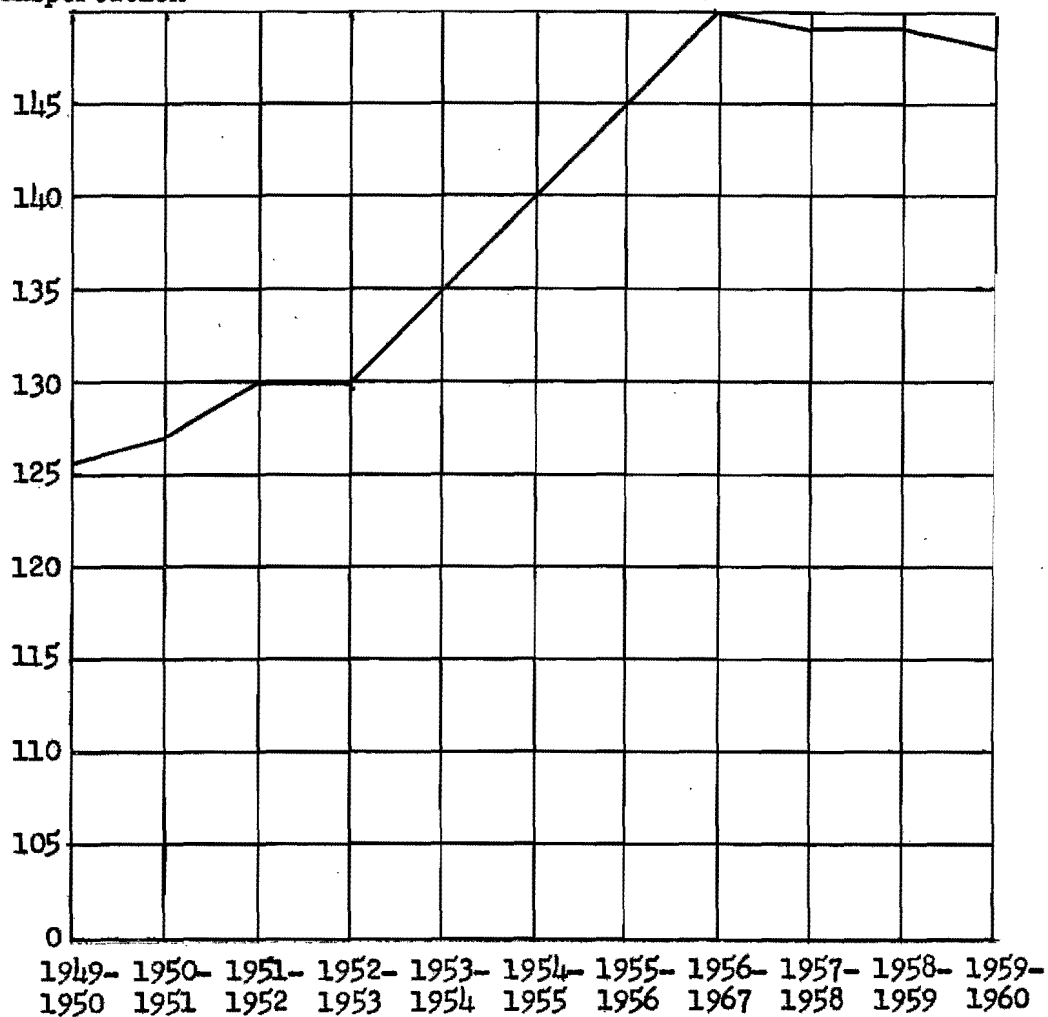


Figure 8

Transportation Forecast for Etowah High School

TABLE X

GOODSPRINGS SCHOOL TRANSPORTATION BY AGE AND GRADE

Grade	Age													Total
	6	7	8	9	10	11	12	13	14	15	16	17	18	
1	11	3	1	1										16
2		11	6	1		1								19
3			3	2	1	2								8
4				5	4			1						10
5					6	9	3	2						21
6						1	1	4	1			1		7
7							3	5	1					9
8								1	3	3	1			8
Totals	11	14	10	9	11	13	7	13	5	3	1	1		98

Goodsprings School is located two miles west of Etowah, Tennessee. It is served by three buses which transport pupils from the south-central part of McMinn County.

Pupils Enrolled
for
Transportation

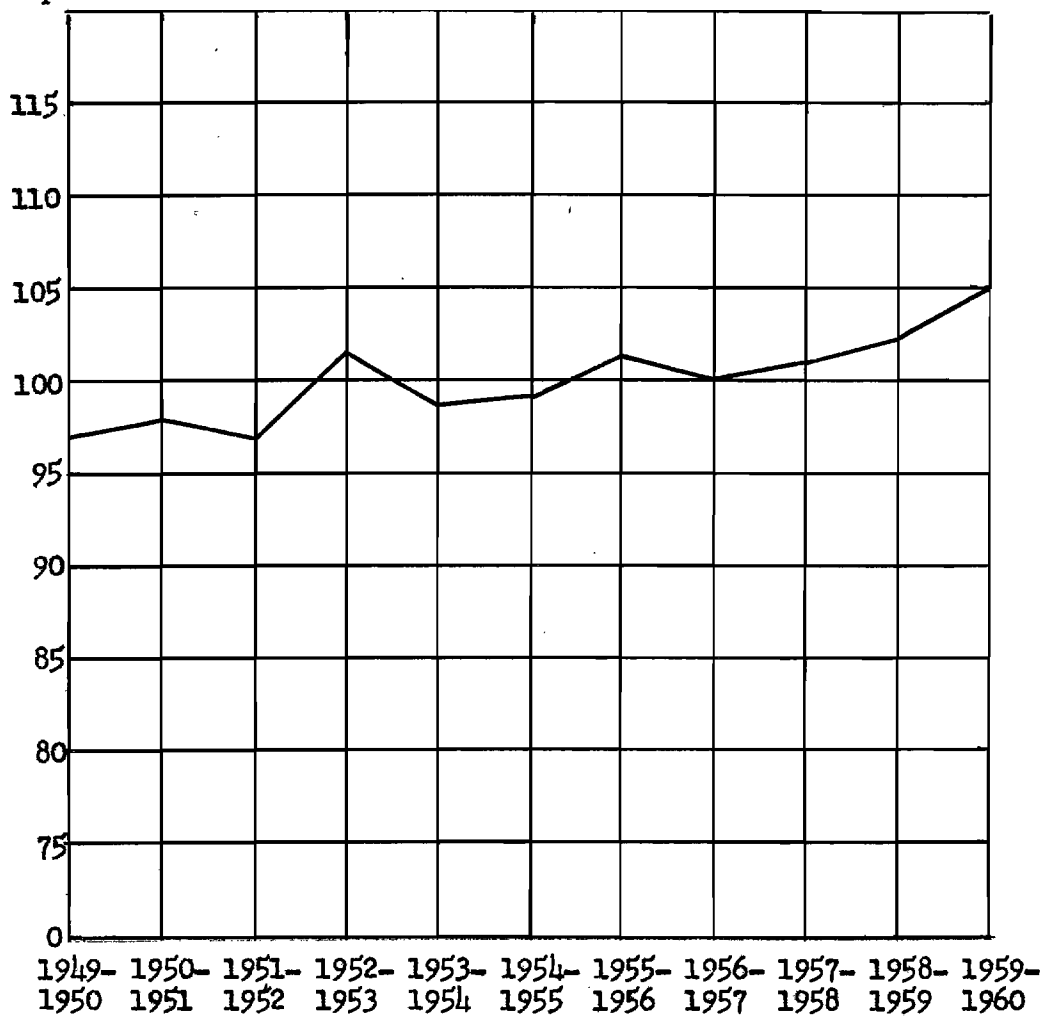


Figure 9

Transportation Forecast for Goodsprings School

TABLE XI

HILLSVIEW SCHOOL TRANSPORTATION BY AGE AND GRADE

Grade	Age														Total
	6	7	8	9	10	11	12	13	14	15	16	17	18		
1	14	6	4											25	
2		4	12	6										21	
3			5	16	3	2	3	1	1					31	
4				3	8	3			1					15	
5					4	4	4	3	2					18	
6						3	7	5	2					17	
7							3	3	3	4	1	1		14	
8								3	1	4	3	1		11	
Totals	14	10	21	25	15	12	17	15	10	8	4	2		152	

Hillsview School, located in the southwestern part of McMinn County, is served by two buses. One bus makes two complete routes in the southwestern part of the county; the other transports pupils from the south section to Hillsview and continues on to Calhoun with the high school students.

Pupils Enrolled
for
Transportation

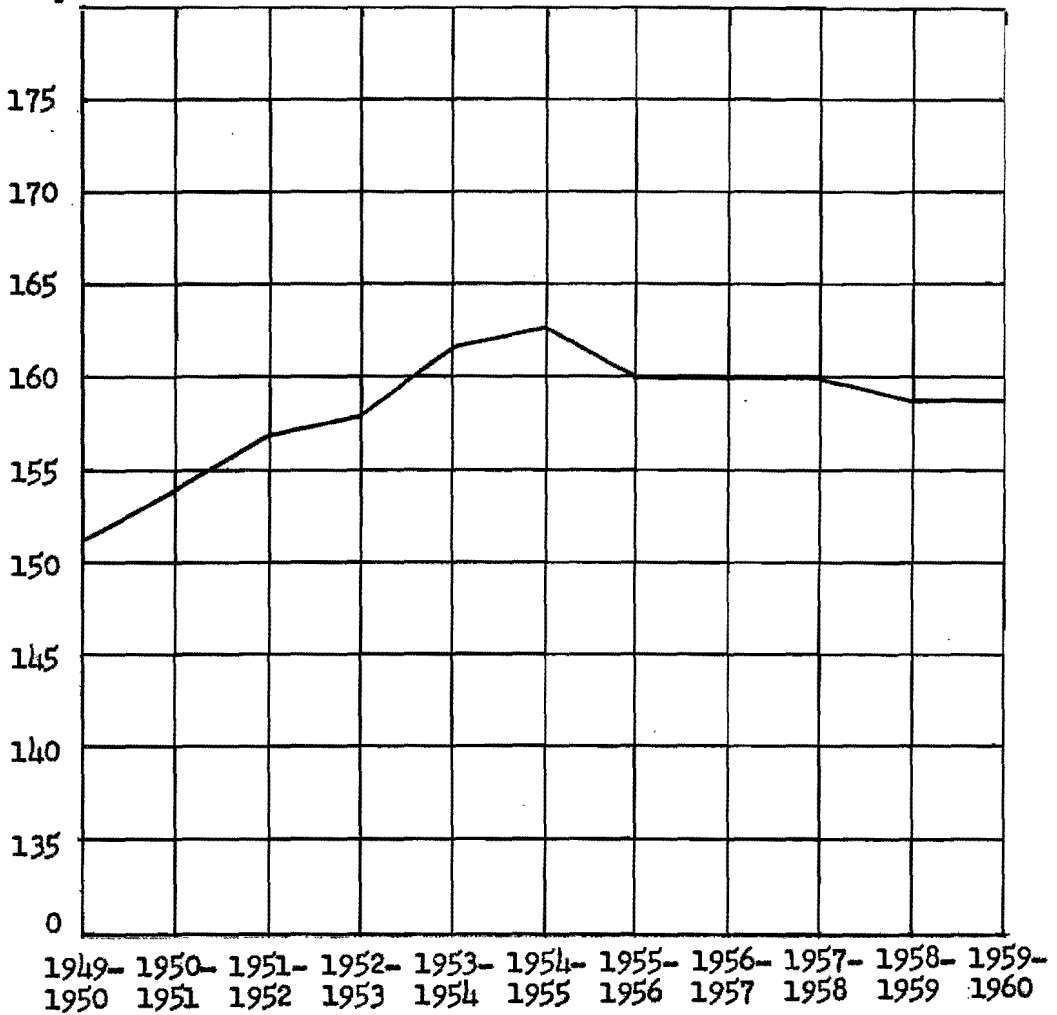


Figure 10

Transportation Forecast for Hillview School

TABLE XII

IDLEWILD SCHOOL TRANSPORTATION BY AGE AND GRADE

Grade	Age														Total
	6	7	8	9	10	11	12	13	14	15	16	17	18		
1	15	16	2	1										34	
2		10	15	7	2									34	
3			8	8	10	3								29	
4				1	9	9	5	5						29	
5					4	12	9	7	2	1				35	
6						4	9	7	1	2	1			24	
7							1	5	9					15	
8								2	11	9	2	1		25	
Totals	15	26	25	17	25	28	24	26	23	12	3	1		225	

Idlewild School is located in the western part of McMinn County. It is about eight miles west of Athens. Idlewild School is served by three buses. These buses transport pupils from the eastern section of the county to Idlewild.

Pupils Enrolled
for
Transportation

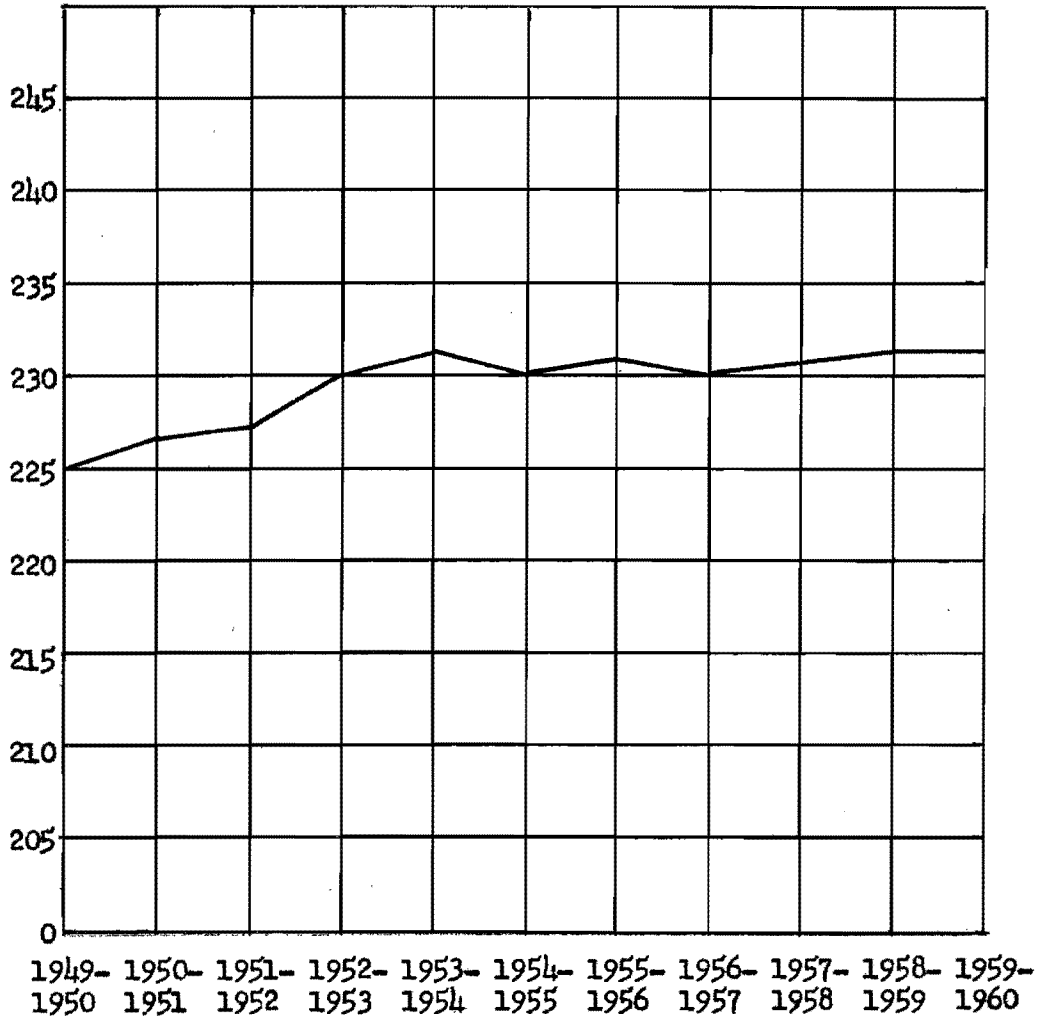


Figure 11

Transportation Forecast for Idlewild School

TABLE XIII

McMINN COUNTY HIGH SCHOOL TRANSPORTATION BY AGE AND GRADE

Grade	Age									Total
	13	14	15	16	17	18	19	20	21	
9	3	25	58	39	11	1	1			138
10		7	23	33	17	11	3		1	95
11			2	27	37	11	1	1		79
12				4	26	30	12			72
Totals	3	32	83	103	91	53	17	1	1	384

McMinn County High School is located in Athens, Tennessee. The school is served by seven buses. Pupils are transported from the entire western and northern sections of the county to McMinn County High School. More than half of the total enrollment of McMinn County High comes from the City of Athens. This study reveals that additional classrooms or perhaps a new building is needed to house the McMinn County High School students for 1952-1953.

Pupils Enrolled
for
Transportation

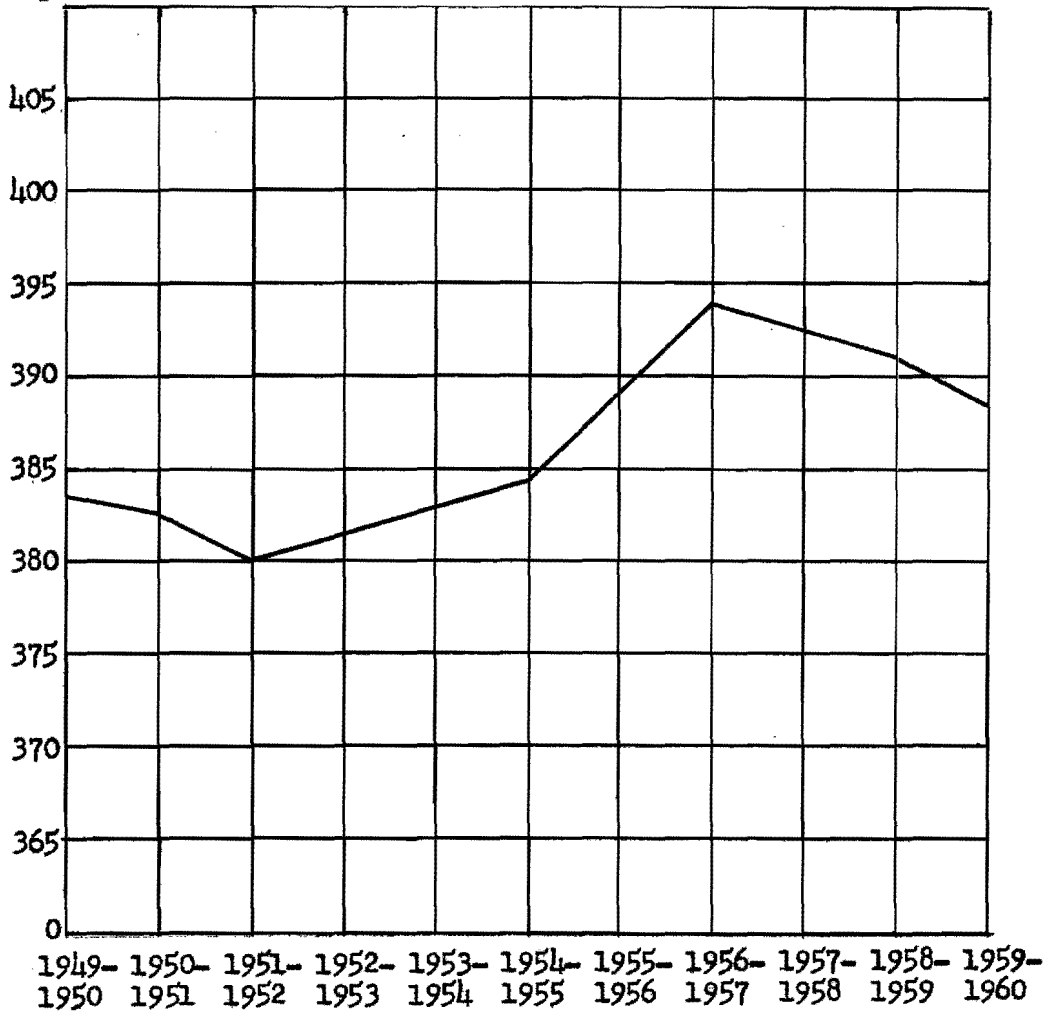


Figure 12

Transportation Forecast for McMinn County High School

TABLE XIV

MT. HARMONY SCHOOL TRANSPORTATION BY AGE AND GRADE

Grade	Age														Total
	6	7	8	9	10	11	12	13	14	15	16	17	18		
1	4	1	1											6	
2		2	4	1										7	
3				3										3	
4				3	1	2								6	
5					3		1							4	
6					1	1	2	1	1					6	
7							1	2						3	
8								1						1	
Totals	4	3	5	7	5	3	4	4	1					36	

Mt. Harmony, located in the northeastern section of the county on the old Madisonville road, is served by one bus.

Pupils Enrolled
for
Transportation

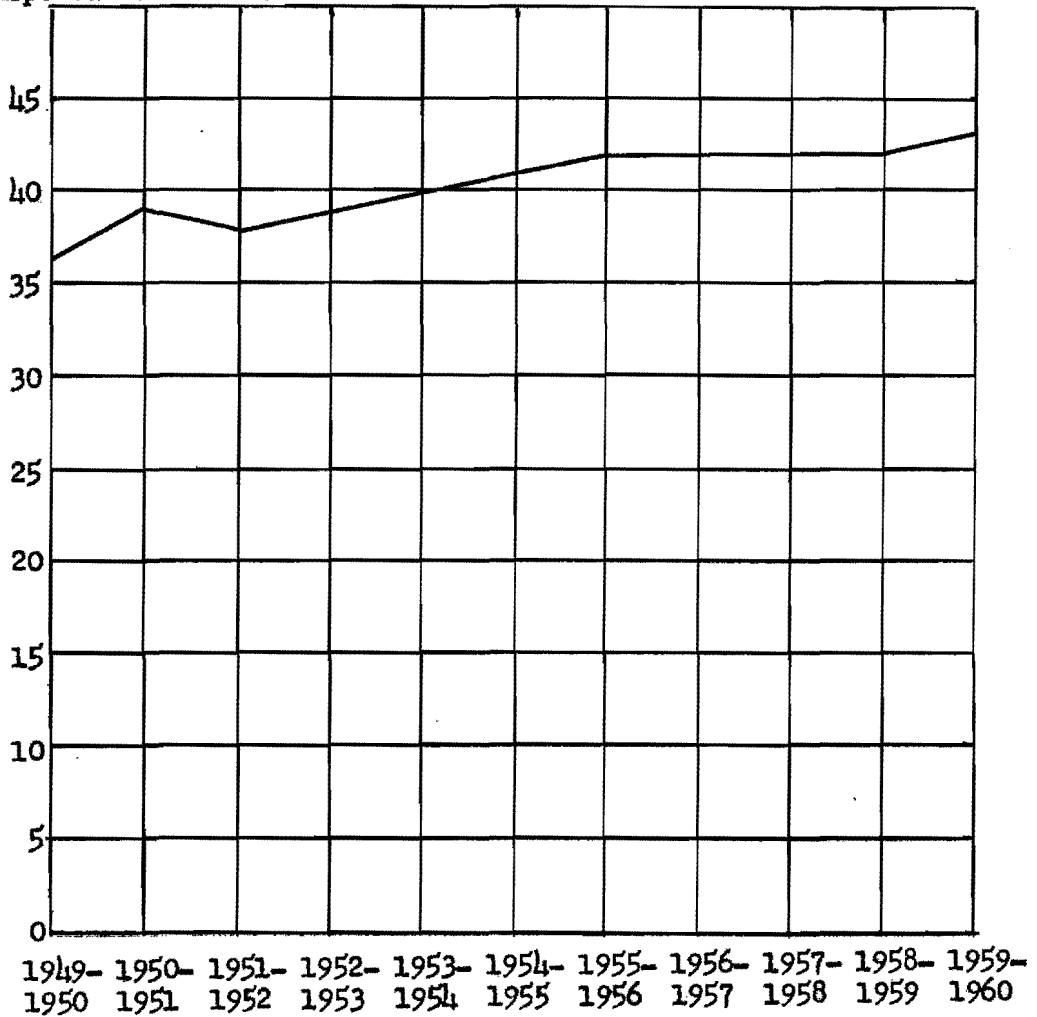


Figure 13

Transportation Forecast for Mt. Harmony School

TABLE XV

NIOTA SCHOOL TRANSPORTATION BY AGE AND GRADE

Grade	Age																	Total
	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21		
1	13	16	4	2	1												36	
2		12	12	6	2												32	
3			5	14	6	3											28	
4				20	10	4	8	2	1								45	
5					3	13	10	3	1			1					31	
6					1	12	23	6	6	1	1						50	
7						1	3	6	7	3							20	
8								5	14	7	3						29	
9								1	3	4	4	4					16	
Totals	13	28	21	42	23	33	44	23	32	15	8	5					287	

Niota School, located in the north-central section of McMinn County, is served by five buses. Three of these buses transport pupils from the north-central section of McMinn County south to Niota. The other buses transport pupils from the Athens city limits north to the Niota School.

Pupils Enrolled
for
Transportation

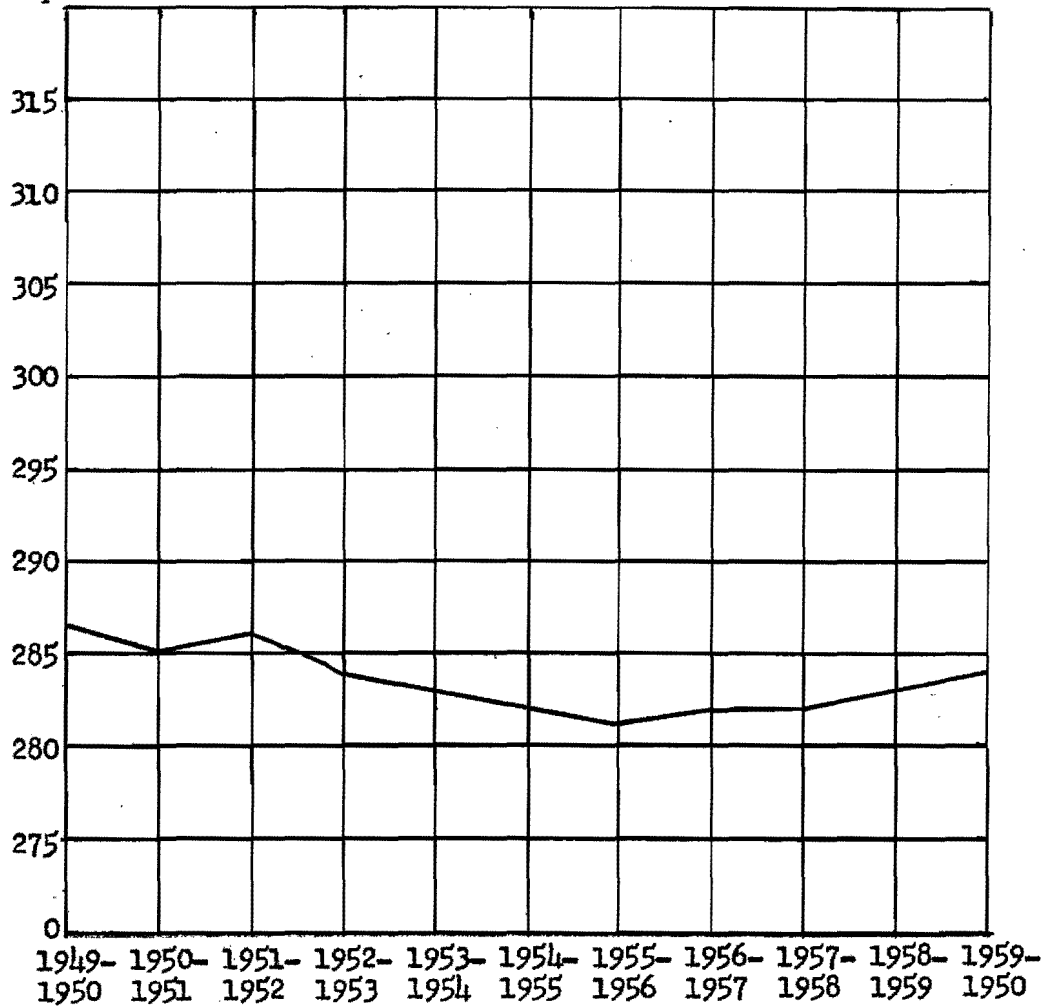


Figure 14

Transportation Forecast for Niota School

TABLE XVI

NORTH ETOWAH SCHOOL TRANSPORTATION BY AGE AND GRADE

Grade	Age													Total
	6	7	8	9	10	11	12	13	14	15	16	17	18	
1	6	4												10
2		2	2											4
3		1	4	2	5									12
4					4	2		1						7
5					1	1	2	2			1			7
6							1	1	4		2			8
7								1	1					2
8									3	1				4
Totals	6	7	6	2	10	3	3	5	8	1	3			54

North Etowah School, located one mile north of Etowah on Highway No. 411, is served by one bus.

Pupils Enrolled
for
Transportation

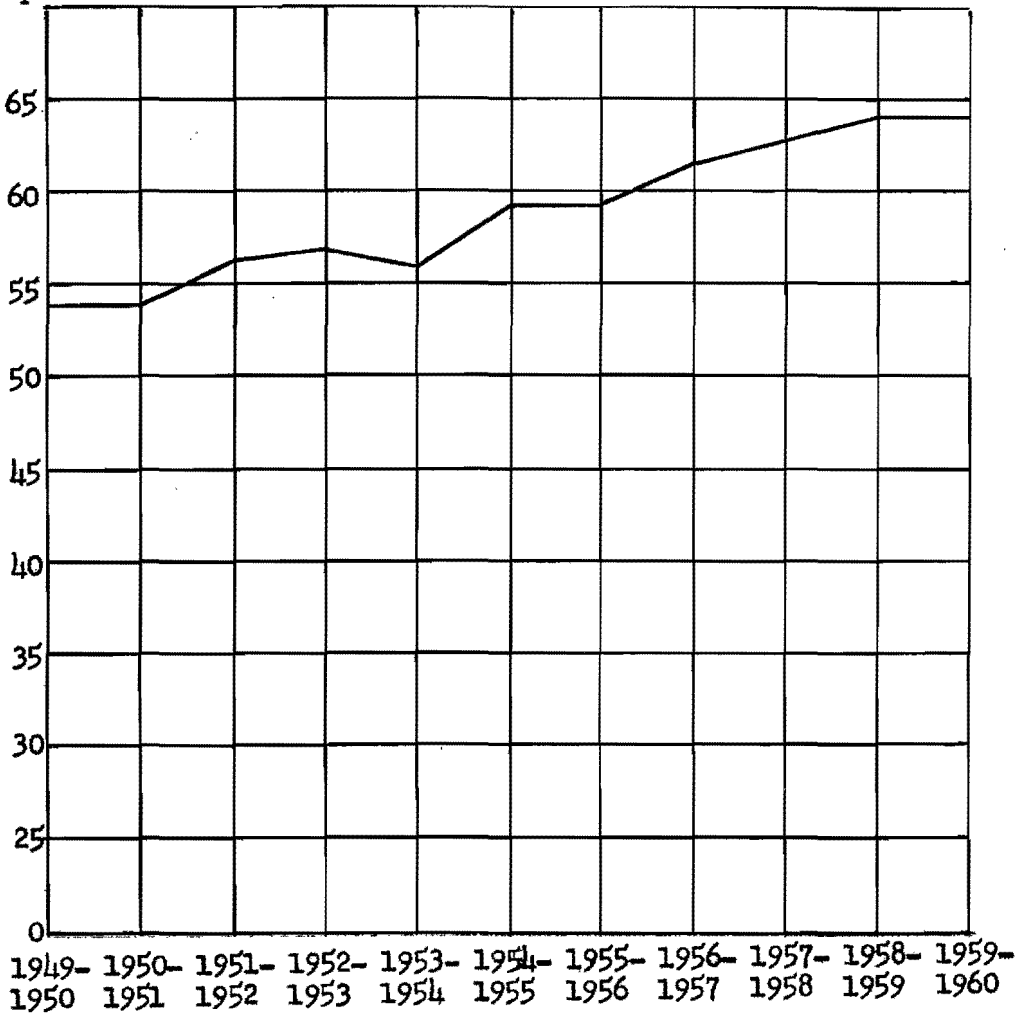


Figure 15

Transportation Forecast for North Etowah School

TABLE XVII

NORTH LIBERTY SCHOOL TRANSPORTATION BY AGE AND GRADE

Grade	Age													Total
	6	7	8	9	10	11	12	13	14	15	16	17	18	
1														
2														
3			1		2									3
4						2								2
5								2						2
6								1						1
7														
8														
Totals			1		2	2		3						8

North Liberty School, located five miles northwest of Athens, is served by one bus.

Pupils Enrolled
for
Transportation

54

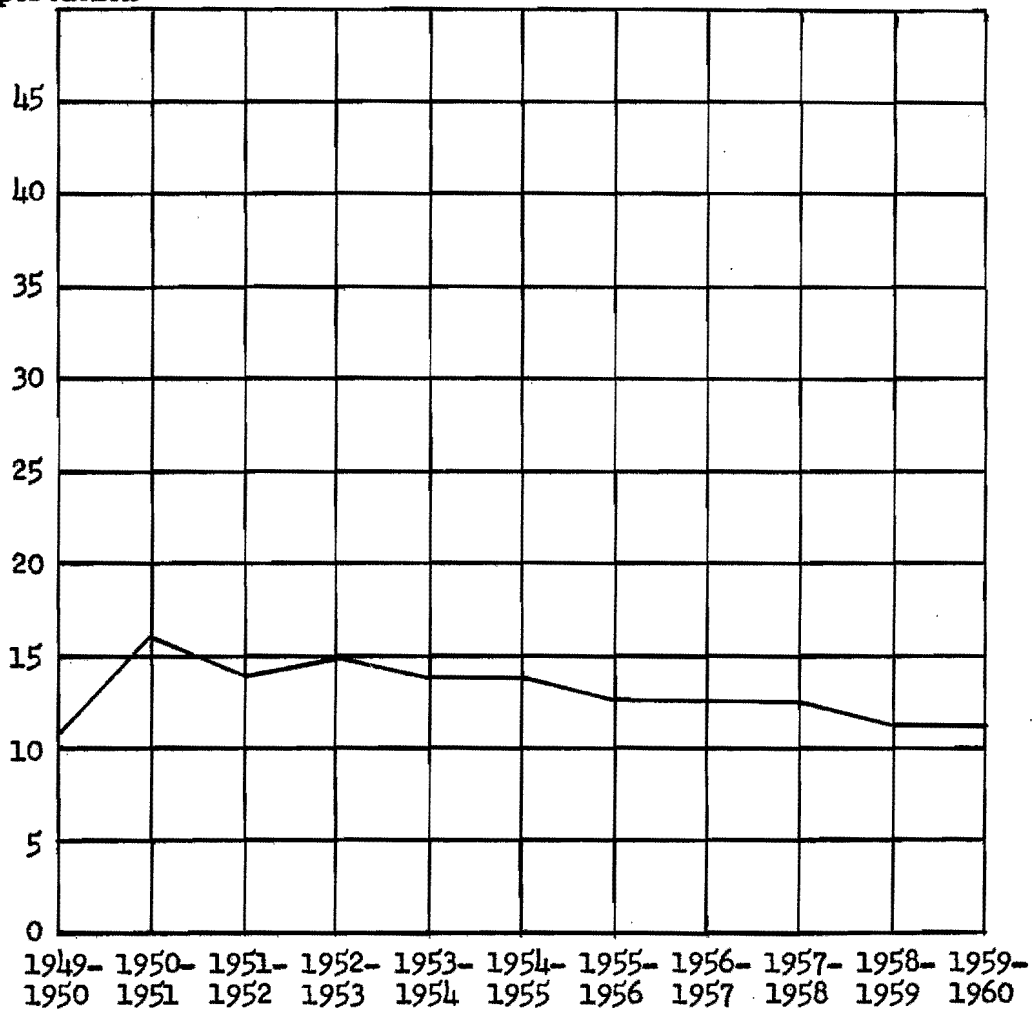


Figure 16

Transportation Forecast for North Liberty School

TABLE XVIII

PINE GROVE SCHOOL TRANSPORTATION BY AGE AND GRADE

Grade	Age														Total
	6	7	8	9	10	11	12	13	14	15	16	17	18		
1	5	1	1											7	
2			4		1									5	
3		1	2	2	3									8	
4				1		1		1						3	
5					2			2	1					5	
6							1							1	
7								1	2					3	
8							1		1					2	
Totals	5	2	7	3	6	1	2	4	4					34	

Pine Grove School, located in the northwestern section of McMinn County, is served by one bus.

Pupils Enrolled
for
Transportation

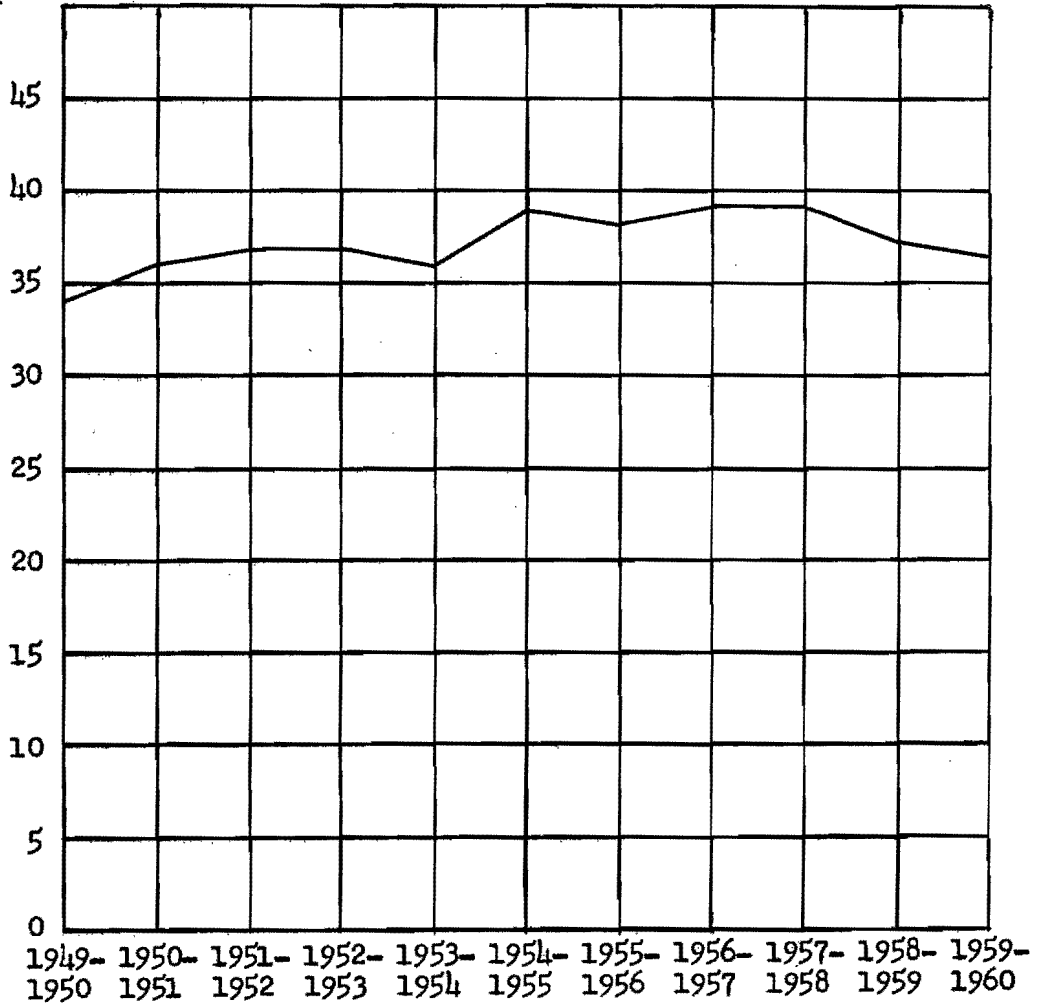


Figure 17

Transportation Forecast for Pine Grove School

TABLE XIX

POND HILL SCHOOL TRANSPORTATION BY AGE AND GRADE

Grade	Age														Total
	6	7	8	9	10	11	12	13	14	15	16	17	18		
1	1													1	
2		2												2	
3															
4				1										1	
5					2									2	
6						1	1							2	
7								1	1					2	
8															
Totals	1	2		1	2	1	1	1	1					10	

Pond Hill School, located ten miles northwest of Athens, is served by one bus.

Pupils Enrolled
for
Transportation

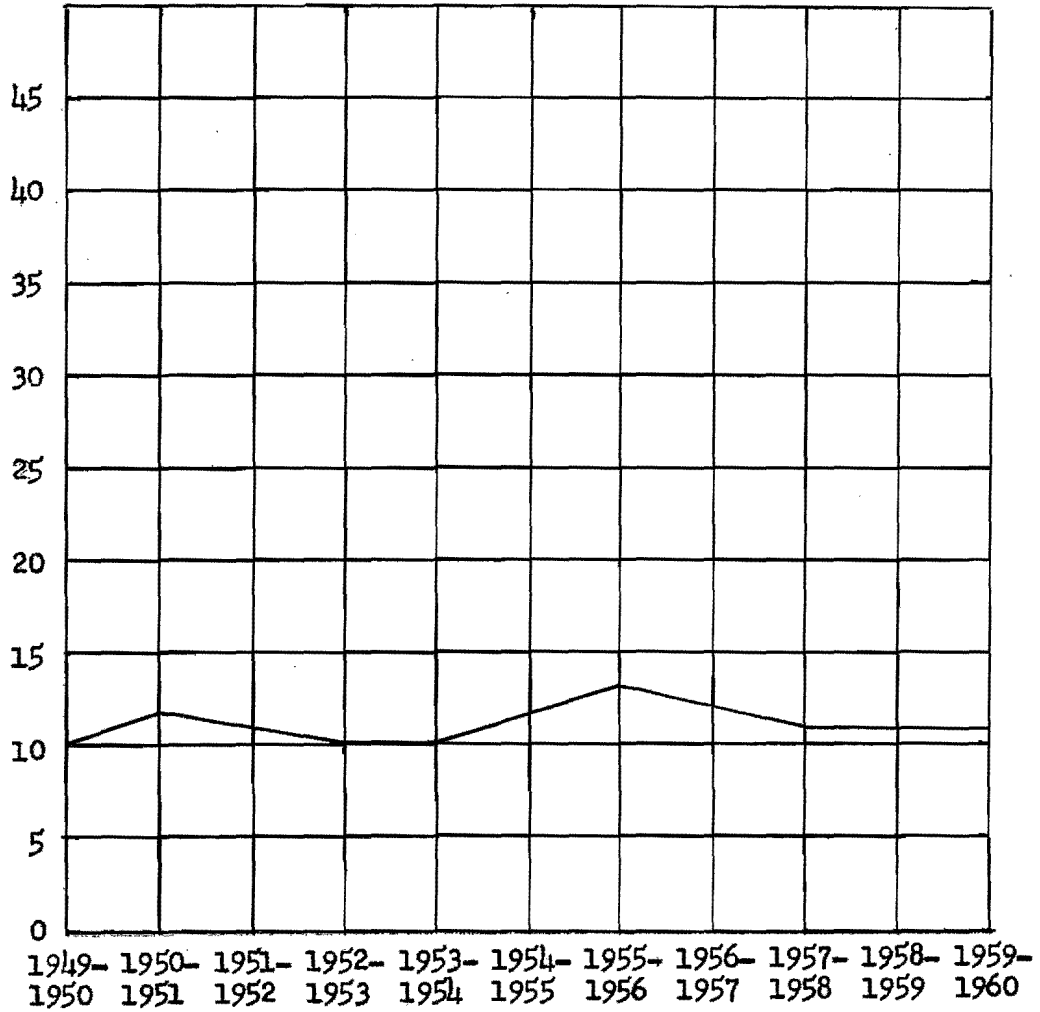


Figure 18

Transportation Forecast for Pond Hill School

TABLE XX

RICEVILLE SCHOOL TRANSPORTATION BY AGE AND GRADE

Grade	Age																Total
	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	
1	21	14	8	1	1	1											46
2		9	13	8	1	1											32
3		1	7	12	6	2		1									29
4			1	5	11	5	5	1									28
5					2	18	8	6	1								35
6						8	10	3	5	5							31
7							4	8	8	4	2						26
8								2	8	9	2	1					22
9									3	4	4	3					14
10									1	2	5	3	2	2	1		16
Totals	21	24	29	26	21	35	27	21	26	24	13	7	2	2	1		279

Riceville School, located in the south-central part of McMinn County, is served by four buses which transport pupils from the south-central part of the county.

Pupils Enrolled
for
Transportation

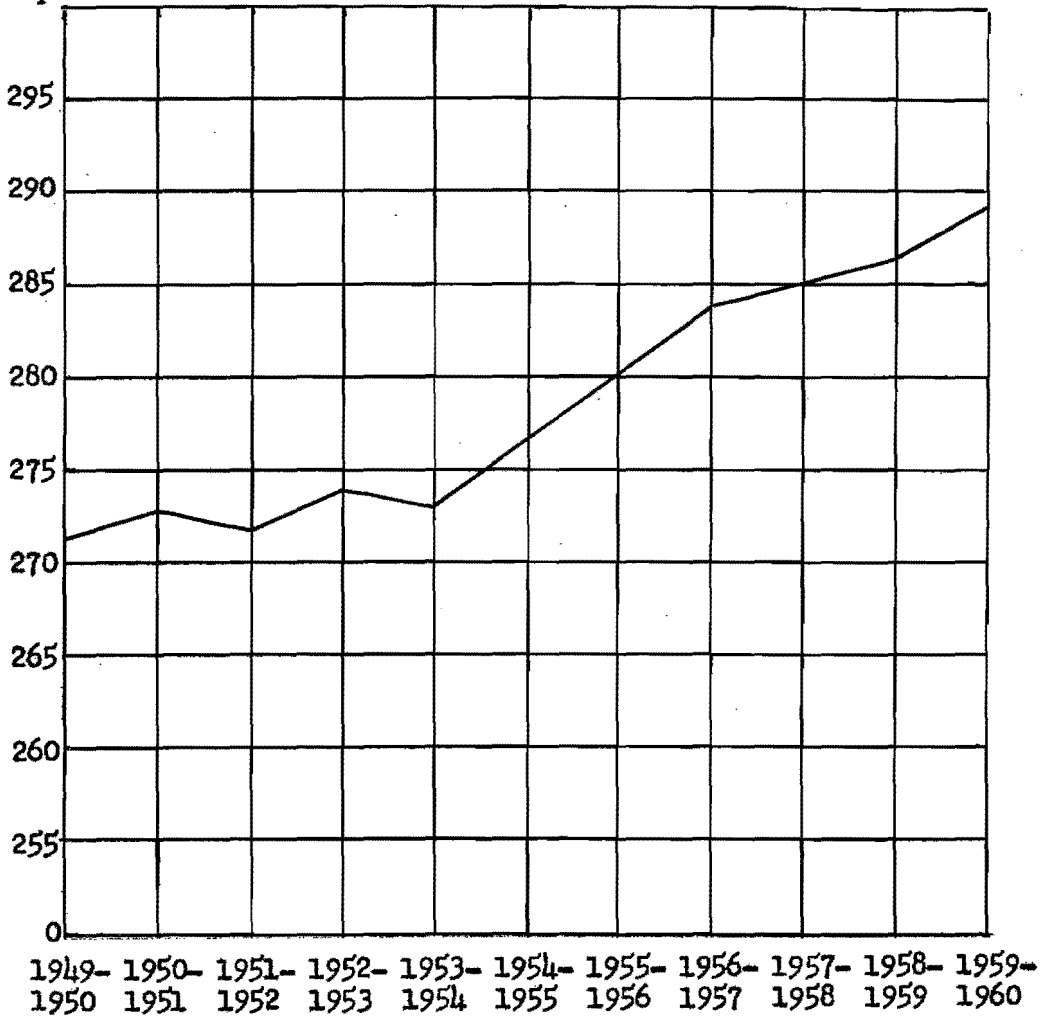


Figure 19

Transportation Forecast for Riceville School (Grades 1 through 10)

TABLE XXI

RUSSELLS SCHOOL TRANSPORTATION BY AGE AND GRADE

Grade	Age													Total
	6	7	8	9	10	11	12	13	14	15	16	17	18	
1	2													2
2		1		1										2
3			1			1								2
4														
5						1	2							3
6														
7								1		1				2
8														
Totals	2	1	1	1		2	2	1		1				11

Russells School, located approximately three miles northwest of Athens, is served by one bus.

Pupils Enrolled
for
Transportation

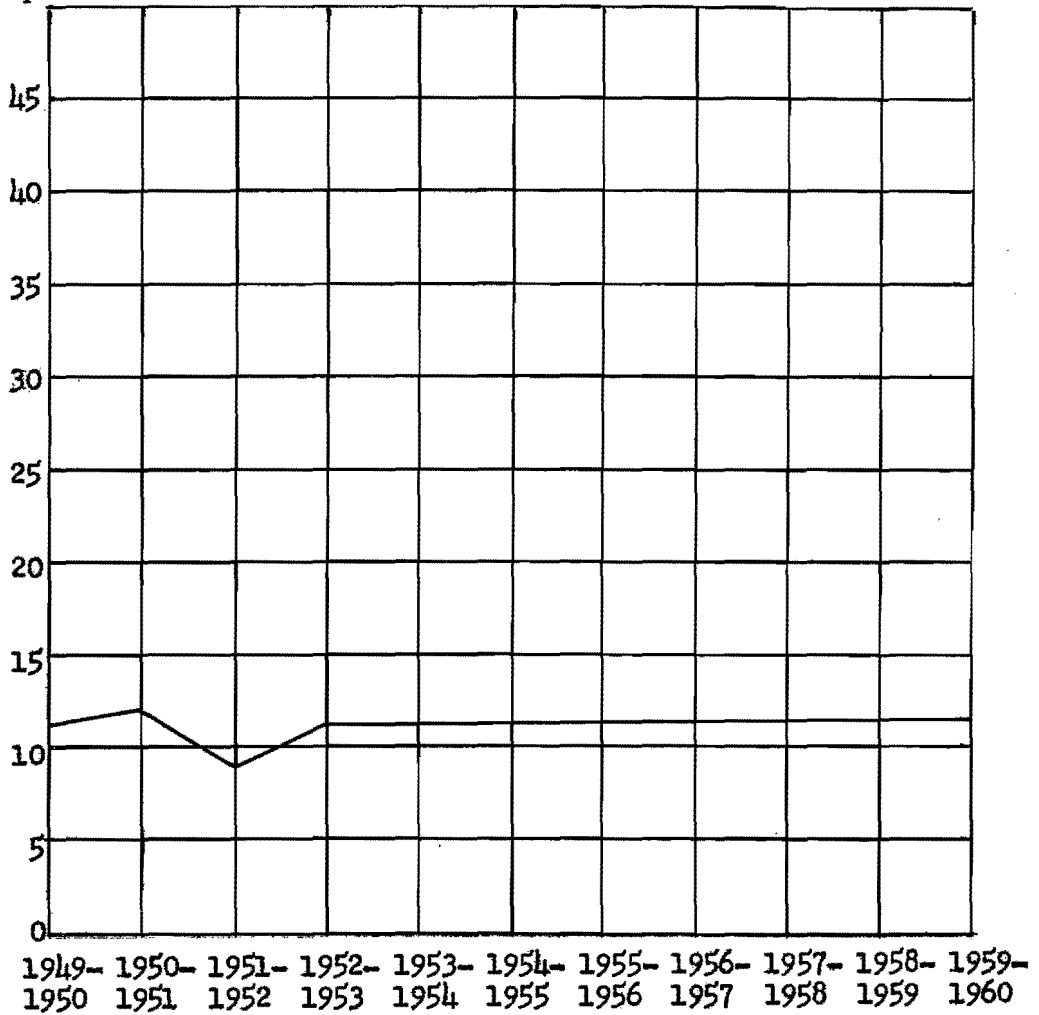


Figure 20

Transportation Forecast for Russells School

TABLE XXII

TRANQUILITY SCHOOL TRANSPORTATION BY AGE AND GRADE

Grade	Age														Total
	6	7	8	9	10	11	12	13	14	15	16	17	18		
1	3	2												5	
2		2	5	1										8	
3			1		1									2	
4							1							1	
5					1			1	1					3	
6						1	1							2	
7								1		1				2	
8															
Totals	3	4	6	1	2	1	2	2	1	1				23	

Tranquility School, located approximately ten miles northwest of Athens, near the Meigs County line, is served by one bus.

Pupils Enrolled
for
Transportation

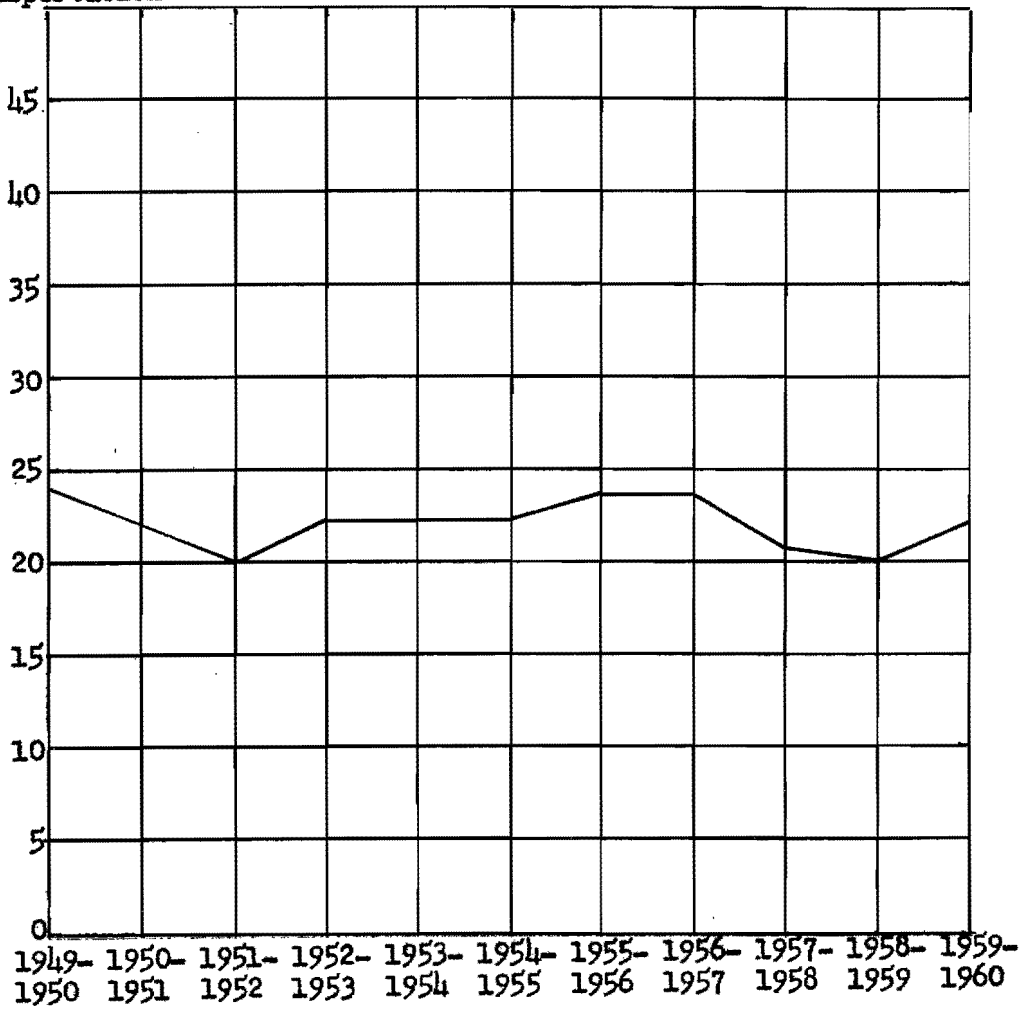


Figure 21

Transportation Forecast for Tranquility School

TABLE XXIII

T. W. C. PRACTICE SCHOOL TRANSPORTATION BY AGE AND GRADE

Grade	Age													Total
	6	7	8	9	10	11	12	13	14	15	16	17	18	
1	4	4	2											10
2		2	2	2										6
3			5	2	1	1								9
4				1	2									3
5					1	1								2
6						2			2					4
7								1		2	2			5
8														
Totals	4	6	9	5	4	4		1	2	2	2			39

T. W. C. Practice School, located in Athens, Tennessee, was established to give prospective teachers attending Tennessee Wesleyan College an opportunity to further their development in educational work preparatory for teaching. The school is cooperatively operated by Tennessee Wesleyan College and the McMinn County Department of Education. This school is served by one bus.

Pupils Enrolled
for
Transportation

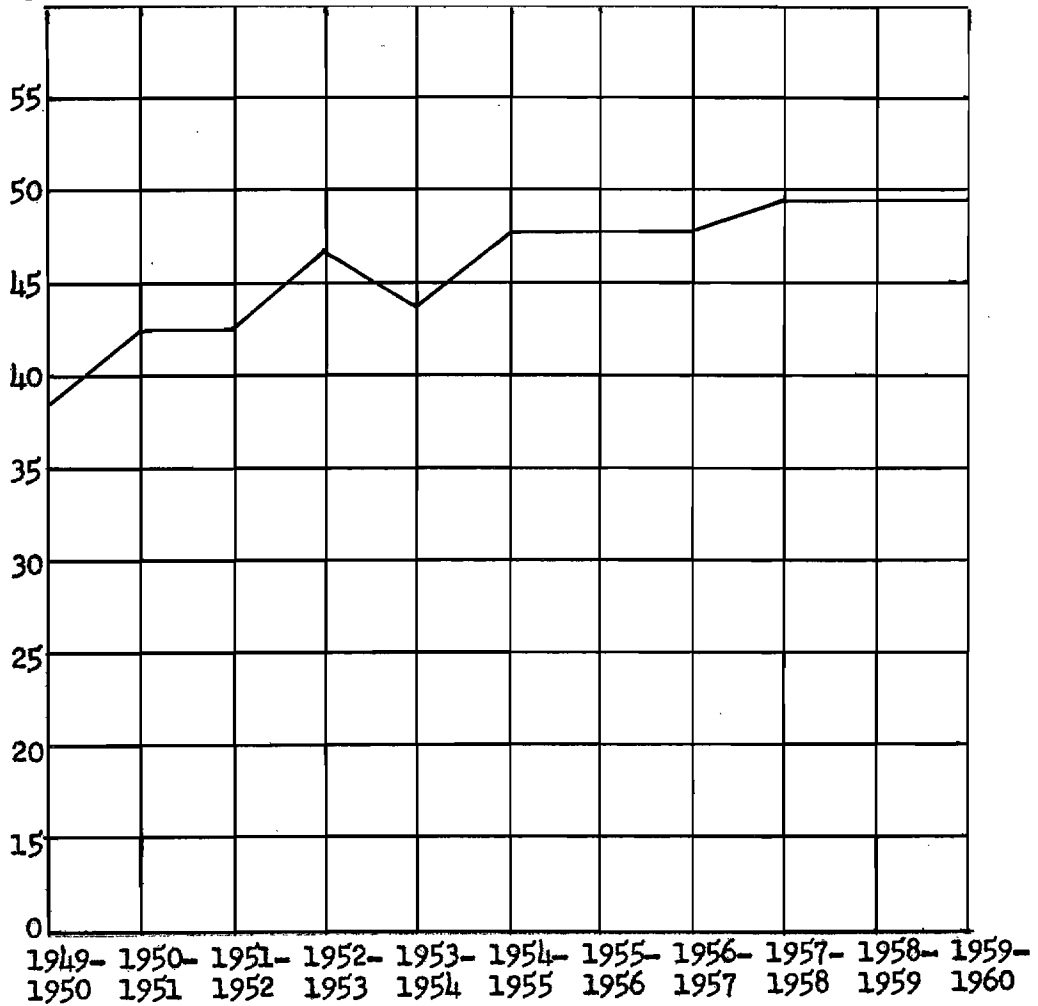


Figure 22

Transportation Forecast for T. W. C. Practice School

TABLE XXIV

UNION GROVE SCHOOL TRANSPORTATION BY AGE AND GRADE

Grade	Age														Total
	6	7	8	9	10	11	12	13	14	15	16	17	18		
1	10	8	3											21	
2		11	14	1										26	
3			5	10	8	5	1							29	
4				2	4	3	7		1	1				18	
5					3	9	4	3	1			1		21	
6						3	4	4	3	1				15	
7							3	5	3					11	
8								1	3	5	5			14	
Totals	10	19	22	13	15	20	19	13	11	7	5	1		155	

Union Grove School, located in the northwest section of McMinn County, is served by three buses.

Pupils Enrolled
for
Transportation

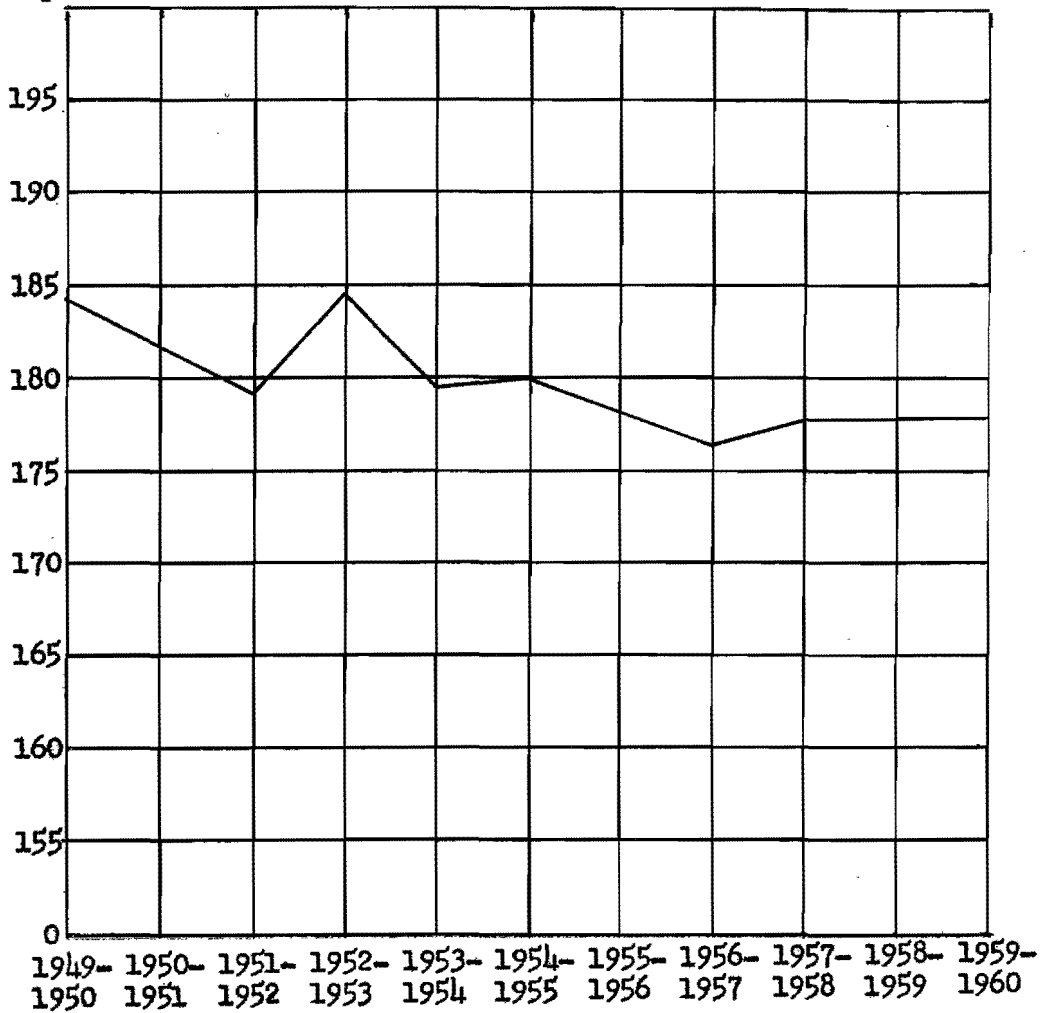


Figure 23

Transportation Forecast for Union Grove School

TABLE XXV

ZION HILL SCHOOL TRANSPORTATION BY AGE AND GRADE

Grade	Age														Total
	6	7	8	9	10	11	12	13	14	15	16	17	18		
1	1	3												4	
2		1	1											2	
3			2	3	1									6	
4					3	3	1							7	
5						1								1	
6						1		1						2	
7								1	1	1				3	
8								2	1					3	
Totals	1	4	3	3	4	5	1	4	2	1				28	

Zion Hill School, located three miles south of Englewood, Tennessee, is served by one bus.

Pupils Enrolled
for
Transportation

70

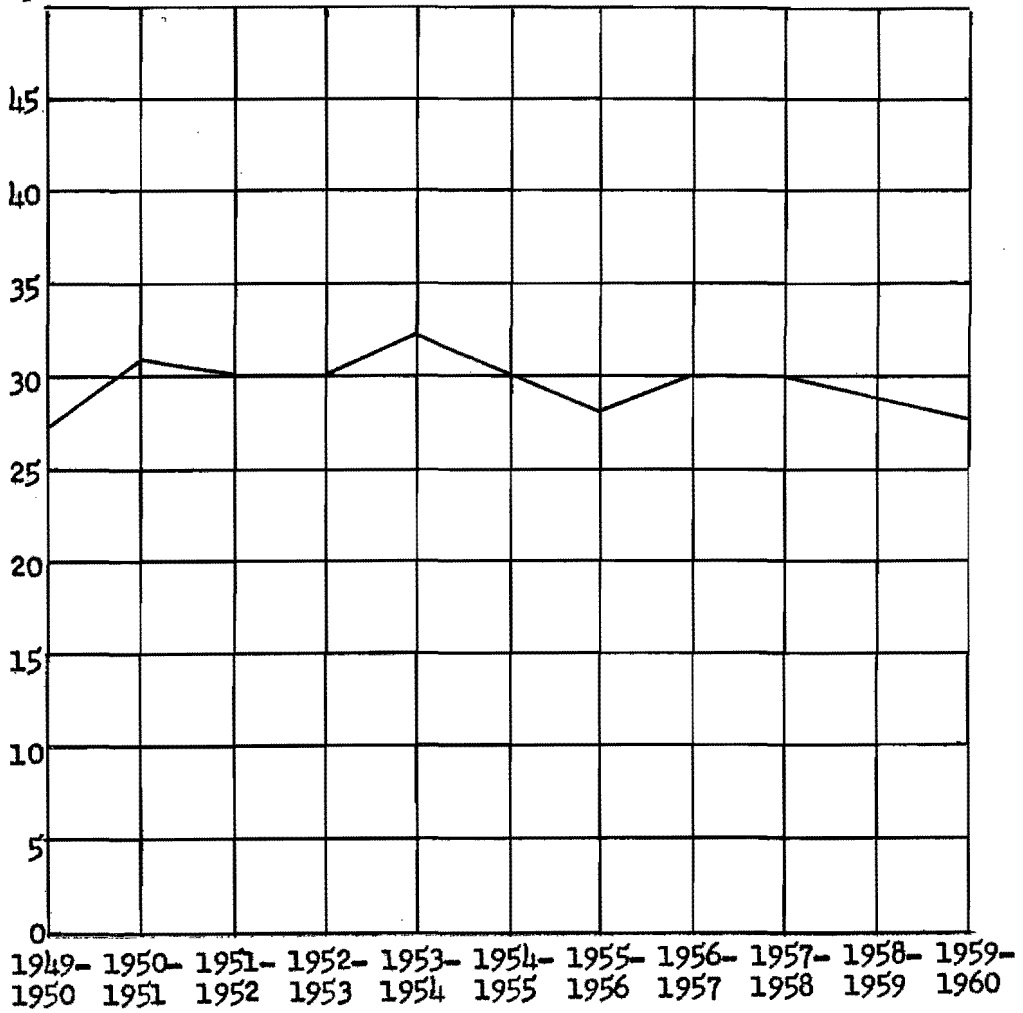


Figure 24

Transportation Forecast for Zion Hill School

Colored Schools

The seven colored schools are divided into three geographical sections in McMinn County. A group of three schools (Grades one through eight) is located near Etowah, Tennessee, in the southeastern section of the county. The second group, containing three schools (grades one through eight), is located in the northern part of the county. Cook School (grades one through twelve) serves the City of Athens and the immediate surrounding territory with the exception of the high school, which serves Meigs, McMinn and a part of Monroe Counties.

To serve better the colored pupils in the northern part of McMinn County it seems advisable to consolidate Lanetown, Piney, and Oak Grove Schools. The school buildings that house these schools are not suited for this purpose.

Recommended Consolidations

This study reveals that Lanetown, Piney and Oak Grove Schools should be consolidated.

This group of schools is located in the northwestern part of McMinn County within a radius of seven miles. The enrollment of all three schools if consolidated, would warrant only two teachers. The present school building are inadequate.

At present there is one station wagon and one bus transporting pupils to two of these schools on a contract basis.

The writer recommends that a new building be erected approximately

half-way between Lanetown and Oak Grove on the all-weather road connecting these two communities. This building should serve all of the colored school pupils in this section of McMinn County.

A county owned and operated bus should be used to transport all of the colored pupils in grades one through eight to this centrally located school. This same bus should also transport all of the students in grades nine through twelve to J.L. Cook High School in Athens.

TABLE XXVI

J. L. COOK SCHOOL TRANSPORTATION BY AGE AND GRADE (COLORED)

Grade	Age																	Total
	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21		
1	1	3		1													5	
2				2	3	1											6	
3																		
4					2		2	1	1								6	
5					1	2	2	1	2	3							11	
6						1		1	1	1	2						6	
7									3	1	2						6	
8										1	1	2					4	
9									1	4	2	3	2				12	
10										1	6	3	3	1			14	
11												2		1			3	
12													2		2	1	5	
Totals	1	3		3	6	4	4	3	8	11	13	10	7	2	2	1	78	

J. L. Cook School is located in Athens, Tennessee. This school is served by three buses. One bus transports pupils from Monroe County south, picking up students along the route in McMinn County to Cook School. Another bus transports pupils from the eastern section of the county to Cook School. The other bus operates south of Athens to the Meigs County line.

Pupils Enrolled
for
Transportation

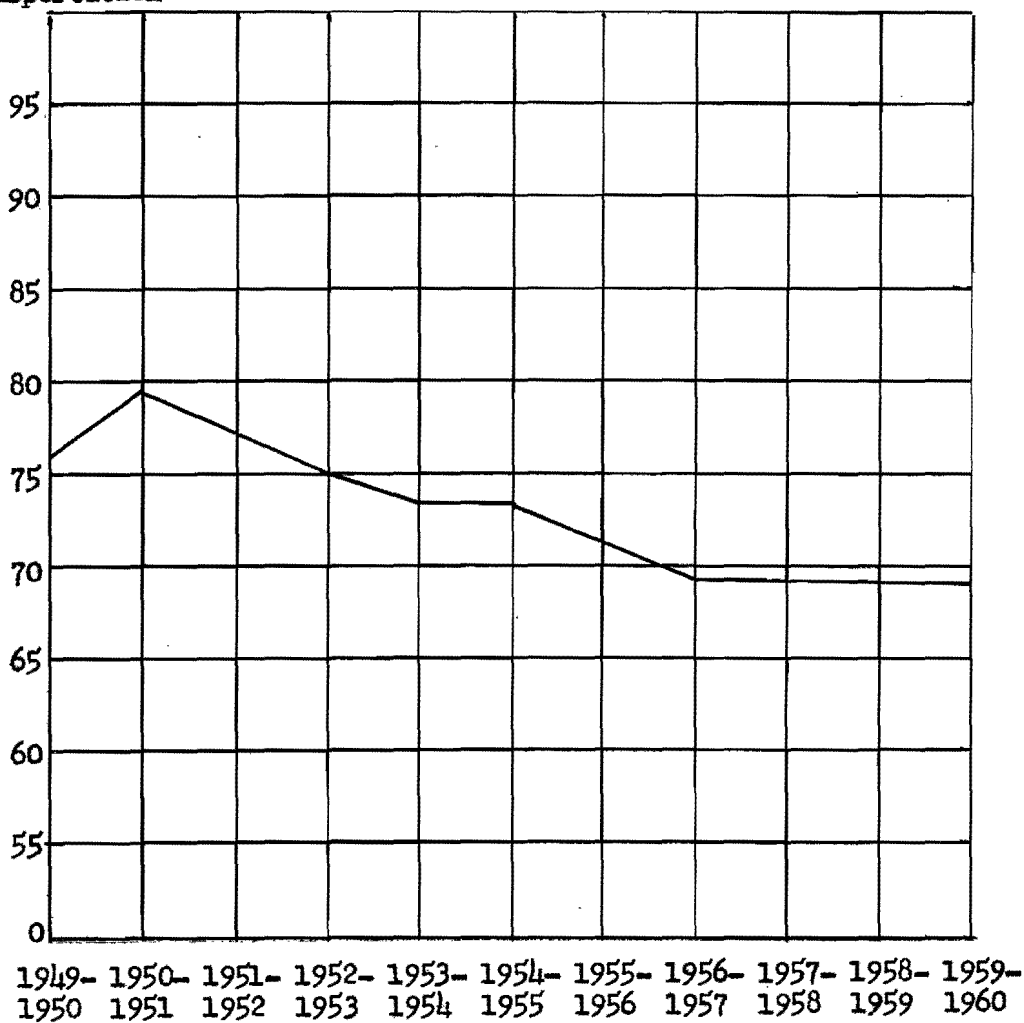


Figure 25

Transportation Forecast for J. L. Cook School (Colored)

TABLE XXVII

LANETOWN SCHOOL TRANSPORTATION BY AGE AND GRADE (COLORED)

Grade	Age														Total
	6	7	8	9	10	11	12	13	14	15	16	17	18		
1	2													2	
2			1		1									2	
3				1		3		1						5	
4			1	1										2	
5					1	1	1							3	
6															
7										1				1	
8									1					1	
Totals	2		2	2	2	4	1	1	1	1				16	

Lanetown School is located in the northern section of McMinn County. This school transportation system is on a contract per year basis. This study reveals that Lanetown, Piney, and Oak Grove Schools should be consolidated. This consolidation would necessitate a bus to transport all the pupils to one school. This consolidation would also necessitate a new building which should be located centrally between the existing buildings. The present school buildings are inadequate to house the present enrollment.

Pupils Enrolled
for
Transportation

76

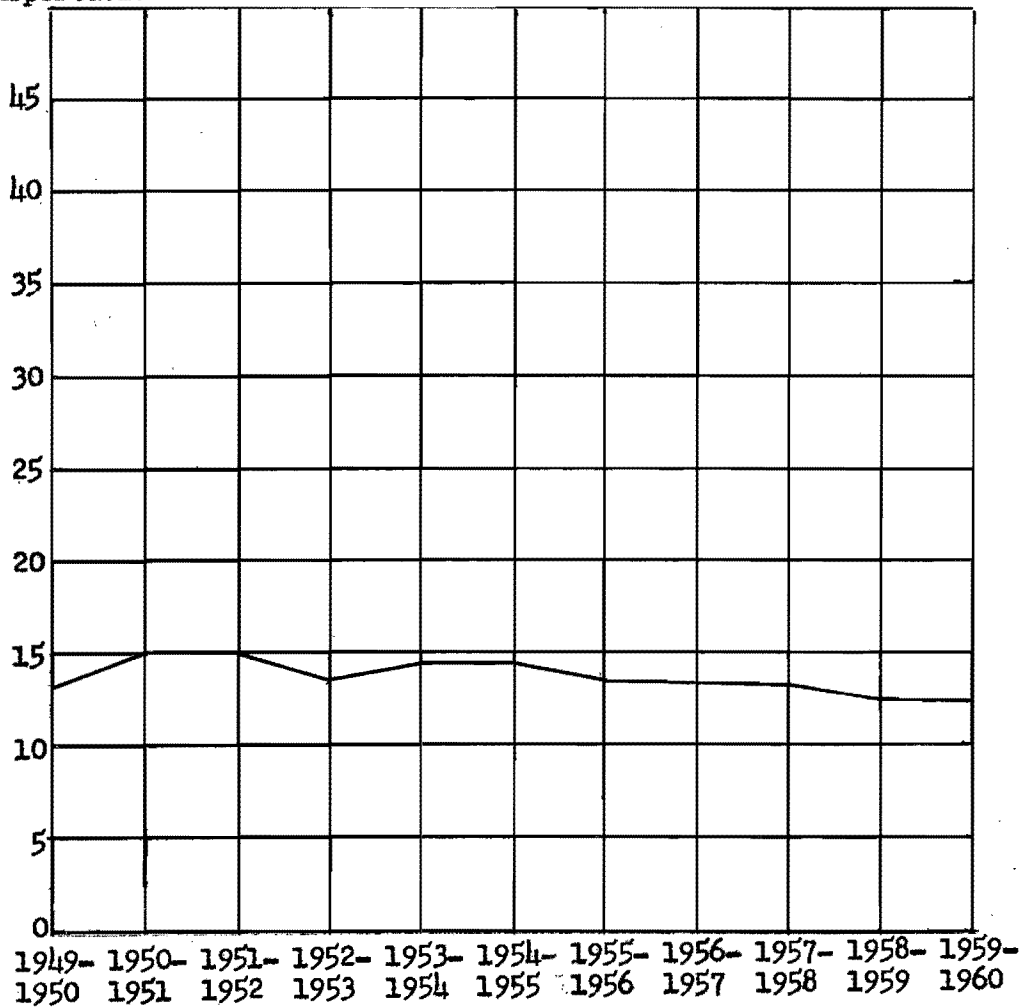


Figure 26

Transportation Forecast for Lanetown School (Colored)

TABLE XXVIII

OAK GROVE SCHOOL TRANSPORTATION BY AGE AND GRADE (COLORED)

Grade	Age													Total
	6	7	8	9	10	11	12	13	14	15	16	17	18	
1														
2		2			1									3
3			1	2										3
4						1	1	1						3
5														
6														
7									1	2	1			4
8														
Totals		2	1	2	1	1	1	1	1	2	1			13

Oak Grove School, located in the northern section of McMinn County, is served by one bus which operates on a contract basis.

Pupils Enrolled
for
Transportation

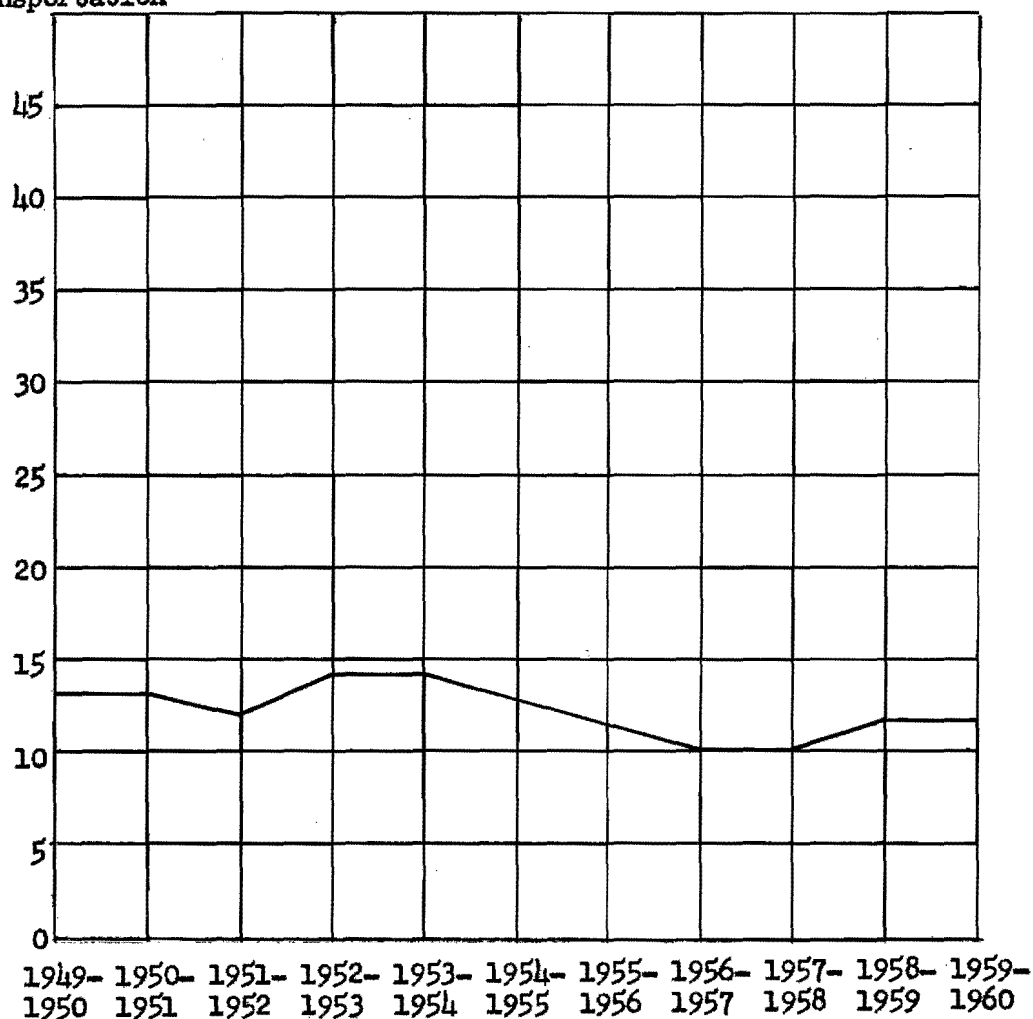


Figure 27

Transportation Forecast for Oak Grove School (Colored)

TABLE XXIX

ETOWAH CITY SCHOOL TRANSPORTATION BY AGE AND GRADE

Grade	Age														Total
	6	7	8	9	10	11	12	13	14	15	16	17	18		
1	7													7	
2		3												3	
3			2	3										5	
4				4										4	
5					3									3	
6						4	1	1						6	
7							3	3						6	
8								2		2	2			6	
Totals	7	3	2	7	3	4	4	6		2	2			40	

Etowah city schools are located in the southeastern part of McMinn County and serve the City of Etowah and surrounding area. The Etowah city system is served by the McMinn County school bus system. The Etowah city schools have ample buildings to care for the above additional enrollment.

Pupils Enrolled
for
Transportation

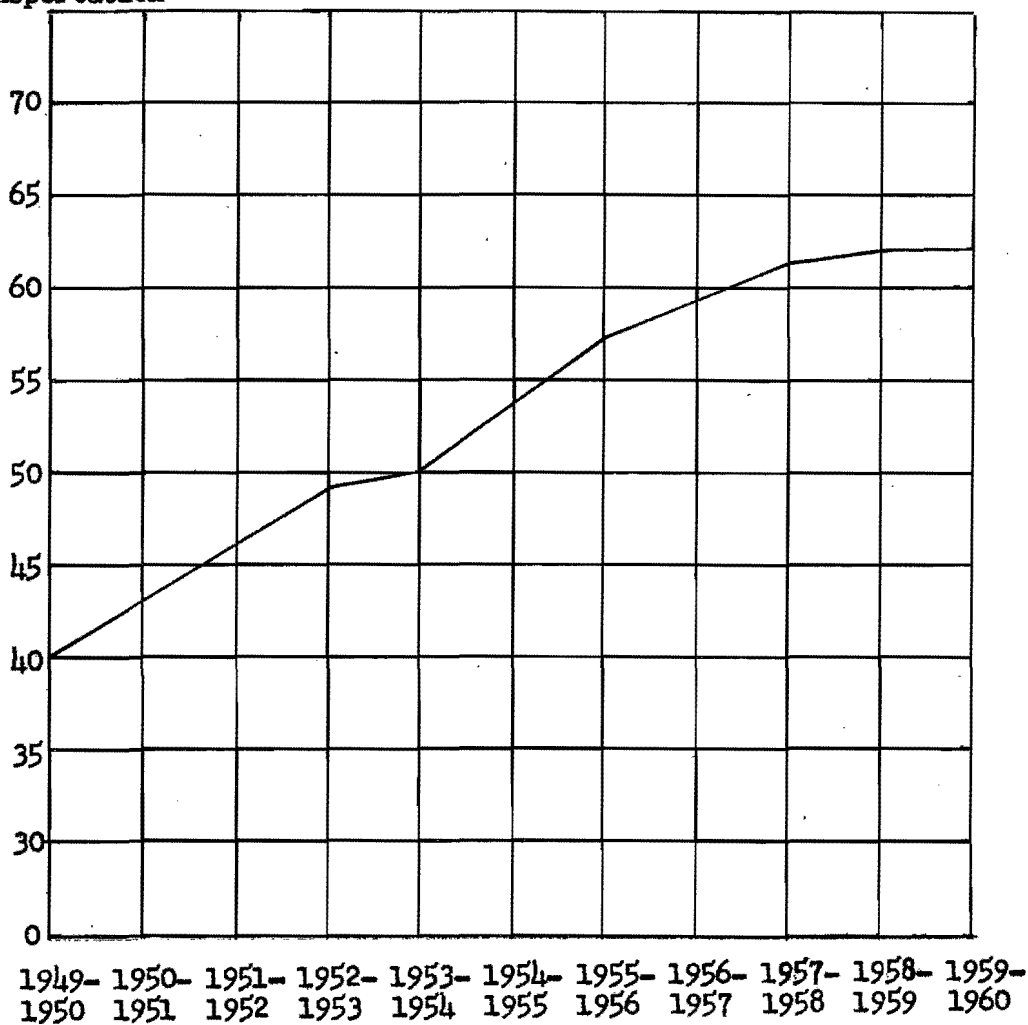


Figure 28

Transportation Forecast for Etowah City Schools

CHAPTER V

CONCLUSIONS AND RECOMMENDATIONS

The number of pupils to be transported, the size and location of buildings, the number of available buses and road conditions are definite factors in determining the transportation program for McMinn County. It was the purpose of this study to determine just how these facilities could best be used to serve the most pupils economically.

Conclusions

1. From this study it is estimated that approximately 3,100 pupils will be enrolled for transportation in the McMinn County schools for the school year of 1950-51. This indicates that more than half of the total enrollment of public school pupils in McMinn County will be transported during the year 1950-51. With this in mind one can see the tremendous importance of school bus transportation in McMinn County.

2. From the findings of this study, it is concluded that the general trend in transportation and consolidation in the McMinn County schools will continue upward for perhaps the next decade.

3. As is indicated in Table I, page 8, there has been a tremendous increase in pupils' transportation during the last three decades.

4. The peak enrollment for transportation in the McMinn County schools will be reached about 1956 or 1957, barring any great influx or

exodus of people in the county.

5. The study reveals that the average daily attendance of transported pupils is higher than the non-transported pupils.

6. The duplication of some bus routes in McMinn County is unnecessary.

7. Carefully planned consolidations can simplify school bus transportation.

Recommendations

The School Board of McMinn County should take steps to:

1. Provide a driver training program two weeks before the opening of schools each year.

2. See that accurate and up-to-date records are kept by the supervisor of bus transportation.

3. Change bus routes to accommodate the most pupils economically.

4. Plan a program to replace worn-out and obsolete buses.

5. Pine Grove and Gravel Hill Schools be consolidated with Claxton School.

6. Claxton ninth and tenth grades be transported to Etowah High School.

7. Lanetown, Oak Grove and Piney Schools be consolidated.

8. A new school building be erected approximately half-way between Lanetown and Oak Grove.

9. Buses be provided by McMinn County Board of Education to transport colored pupils.

APPENDIX

INFORMATION SURVEY

1. See that each pupil in your school has population survey sheet.
2. Have eighth grade pupils and teacher to tabulate families in your community not represented in school.

Fathers full name _____.

1. How many adults in family? _____.
2. How many in these age groups, 18-30 _____, 30-50 _____, above 50 _____.
3. How many children in school? _____.(number)

NAME	AGE	GRADE	SCHOOL
_____	_____	_____	_____
_____	_____	_____	_____

4. How many under the age of six? _____.(number)

NAME	AGE	GRADE	SCHOOL
_____	_____	_____	_____
_____	_____	_____	_____

5. How many children are transported? _____.(number)

NAME	AGE	GRADE	SCHOOL
_____	_____	_____	_____
_____	_____	_____	_____

6. About how far do you ride the bus (miles) _____.
7. How long has your family lived in this location? _____.
8. Distance from home to bus route (miles) _____.
9. How many pupils get on the bus at your bus stop? _____.

MCMINN COUNTY, TENNESSEE

Department _____

Requisition _____

Office or Division _____

Date Issued _____

DEPARTMENTAL REQUISITION

Date Wanted _____

To Purchasing and Finance Commission

Appropriation Item _____

I hereby certify that the
articles named in this
requisition are necessary
for use of this department
or office.

Approved _____

Send to _____

At _____

Requisitioner _____
Departmental Head _____
Chm, Pur. and
Fin. Com. _____

Via _____

Item No.	Description	Code	Quantity and Unit Wanted	Estimated Cost Price	Amount	Do Not Use This Column Order No.	Vendor
_____	_____	_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____	_____	_____

This Space Reserved For Purchasing and Finance Commission

SCHOOL BUS DRIVERS REPORT
to
MECHANIC

Driver _____

Bus No. _____ Date _____

Speedometer Reading _____

The following needs attention:

Accessories _____

Cooling system _____

Ignition _____

Fuel system _____

Motor _____

Lights _____

Wheels and steering _____

Tires _____

Brakes _____

Body _____

Seats _____

Other _____

This report to be filed by Mechanic

GARAGE SERVICE RECORD FOR MONTH OF _____, 1950
MEIGS COUNTY SCHOOLS

Bus No. _____ Driver _____ Make _____ Model _____

A. Gas, Oil, Grease, and Etc.

Quantity	Description	Unit Price	Amount
_____	Gallons of Gas	_____	_____
_____	Quarts of Oil	_____	_____
_____	Pounds of Grease	_____	_____
Total ---- \$			_____

B. Parts, Tires, Tubes, Etc.

Quantity	Part No.	Description	Unit Price	Amount
_____	_____	_____	_____	_____
_____	_____	_____	_____	_____
Total ---- \$				_____

C. Labor

Number of Hours	Mechanic	Hourly Rate	Amount
_____	_____	_____	_____
_____	_____	_____	_____
Total ---- \$			_____

Total A, B, and C ----\$ _____

Speedometer Reading _____

Mechanic _____

SPECIAL TRIP AUTHORIZATION AND DRIVER REPORT

This is authorization for bus No. _____ driven by _____

_____ to make the following trip (s).

Superintendent or Principal

Date

Destination	Date of Trip	Nature and Purpose of Trip	Miles (Round Trip)	Number Trans- ported
_____	_____	_____	_____	_____
_____	_____	_____	_____	_____
_____	_____	_____	_____	_____
_____	_____	_____	_____	_____

I certify that the above trips were made as authorized and reported.

Driver