



**Rochester Area Transportation Supervisors Association**  
**January 18, 2007 - Held at: Norton's Grille, 60 West Main St.,**  
**Honeoye Falls-Lima**



# 40 Years

**RATSA - 1966-67 to 2006-07**

## Member Achievements

- NAPT Region 1 Director (Mary Amyot - Fairport CSD) 1974-1977
- 1st Art Schock Award Winner (Jack Gaffney - Rush-Henrietta CSD) in 1983
- Art Schock Award Winner (Linda Cary-Coleman - BOCES #1) in 1987
- NYAPT President (Ward Jenkins - Rochester City SD) 1990-1992
- Art Schock Award Winner (David Dwyer - Geneseo CSD) in 2001
- Hall of Fame Member (Jack Gaffney - Rush-Henrietta CSD) in 2002
- Hall of Fame Member (Mary Amyot - Fairport & Brighton CSD) in 2006
- Art Schock Award Winner (Peter Lawrence—Fairport CSD) in 2006

## Agenda

7:00 p.m. Start of Program

Welcome **Peter Lawrence**

Invocation **Dave Dwyer**

Dinner

Introduction of Program **Lynne Mullins**

History of RATSA **Jack Gaffney**

**Peter Morris**

Reading of Presidents **Kitty Rhow**

Recognition of Members **Michael Proukou**

NYAPT President **Jim Minihan**

Closing **Robert Galloway**

## 2006-2007 Officers

President: **Joe LaMarca**

V President: **Kitty Rhow**

Secretary: **Michael Proukou**

Treasurer: **Robert Galloway**

Alternate

Director: **Peter Lawrence**

## RATSA Officers 1966-67 - 2006-07

1967-68	President Vice-Pres Secretary	Les Fish Ed Woodhams Mary Amyot	1976-77	President Vice-Pres Sec./Treas.	Mary Amyot Doug Albright Dwight Ligenfelter
1968-69	President Vice-Pres Secretary	Ed Woodhams Mary Amyot Rodney Maslanka	1977-78	President Vice-Pres Sec./Treas.	Doug Albright Dwight Ligenfelter Ralph Frisch
1969-70	President Vice-Pres Secretary Program Ch.	Ed Woodhams Mary Amyot Rodney Maslanka Pete Morris	1978-79	President Vice-Pres Sec./Treas.	Dwight Ligenfelter Bill Catherman Paul Smith
1970-71	President Vice-Pres Secretary	Mary Amyot Rodney Maslanka Nelson Morton	1979-80	President Sec./Treas.	Bill Catherman Paul Smith
1971-72	President Vice-Pres Secretary Program Ch.	Al Riuox Jack Gaffney Luther Schildt Pete Morris	1980-81	President Vice-Pres Sec./Treas.	Jack Gaffney Peter Morris Linda Cary
1972-73	President Vice-Pres Secretary	John Lombardo William Emerson Eunice Furgenson	1981-82	President Vice-Pres Secretary Treasurer	Jack Gaffney Peter Morris Linda Anderson Wayne Parker
1973-74	President Vice-Pres Sec./Treas.	Pete Morris Dave Felker Dave Branch	1982-83	President Vice-Pres Secretary Treasurer	Paul Smith Wayne Parker Doris O'Meila Don Goodwin
1974-75	President Vice-Pres Sec./Treas.	Jack Gaffney Bill O'Connell Al Cliff	1983-84	President Vice-Pres Secretary Treasurer	Paul Smith Ward Jenkins Doris O'Meila Don Goodwin
1975-76	President Vice-Pres Sec./Treas.	Bill O'Connell Dave Felker Doug Albright	1984-85	President Vice-Pres Secretary Treasurer	Ward Jenkins Linda Cary Dorothy Bell Don Goodwin

## RATSA Officers 1966-67 - 2006-07

1985-86	President Vice-Pres Secretary Treasurer	Ward Jenkins Linda Cary Dorothy Bell Don Goodwin	1993-94	President Vice-Pres Secretary Treasurer	Lynne Mullins David Dwyer Sherry DuPont Kathleen Shero
1986-87	President Vice-Pres Secretary Treasurer	Linda Cary Bob Shepard Pat Henderson Don Goodwin	1994-95	President Vice-Pres Secretary Treasurer	David Dwyer Bill Harvey Sherry DuPont Kathleen Shero
1987-88	President Vice-Pres Secretary Treasurer	Linda Cary Bob Shepard Bob Linton Don Goodwin	1995-96	President Vice-Pres Secretary Treasurer	David Dwyer Bill Harvey Sherry DuPont Kathleen Shero
1988-89	President 1st Vice-Pres 2nd Vice-Pres Secretary Treasurer	Bob Shepard Bob Linton Gary Butler Karen Dernoga Don Goodwin	1996-97	President Vice-Pres Secretary Treasurer	Bill Harvey Kathleen Shero Robert Galloway Fred Barlow
1989-90	President Vice-Pres Secretary Treasurer	Bob Shepard Gary Butler Karen Dernoga Don Goodwin	1997-98	President Vice-Pres Secretary Treasurer	Bill Harvey Kathleen Shero Robert Galloway Fred Barlow
1990-91	President Vice-Pres Secretary Treasurer	Gary Butler Lynne Mullins Karen Dernoga Don Goodwin	1998-99	President Vice-Pres Secretary Treasurer	Kathleen Shero Debbie McGowan Robert Galloway Robert Galloway
1991-92	President Vice-Pres Secretary Treasurer	Gary Butler Lynne Mullins Sherry DuPont Don Goodwin	1999-00	President Vice-Pres Secretary Treasurer	Kathleen Shero Debbie McGowan Robert Galloway Robert Galloway
1992-93	President Vice-Pres Secretary Treasurer	Lynne Mullins David Dwyer Sherry DuPont Don Goodwin	2000-01	President Vice-Pres Secretary Treasurer	Debbie McGowan Robert Galloway Michael Proukou Peter Lawrence

## RATSA Officers 1966-67 - 2006-07

2001-02	President Vice-Pres Secretary Treasurer	Debbie McGowan Robert Galloway Michael Proukou Peter Lawrence	2004-05	President Vice-Pres Secretary Treasurer	Peter Lawrence Joe Lamarca Kitty Rhow Mary Caldicott
2002-03	President Vice-Pres Secretary Treasurer	Robert Galloway Peter Lawrence Michael Proukou Peggy Potter	2005-06	President Vice-Pres Secretary Treasurer	Peter Lawrence Joe Lamarca Kitty Rhow Mary Caldicott
2003-04	President Vice-Pres Secretary Treasurer	Robert Galloway Peter Lawrence Kitty Rhow Peggy Potter	2006-07	President Vice-Pres Secretary Treasurer Alt. Director	Joe Lamarca Kitty Rhow Michael Proukou Robert Galloway Peter Lawrence



## School Bus History 1956 to 2006

- 1956** -Rochester Area School Transportation Supervisors start meeting to discuss transportation issues.
- 1958** -NYSED holds their first transportation supervisors conference in the summer.
- 1959** -National Safety Council, school bus safety section formed.
- 1960** -NYS's 1st recorded fatality occurred on February 1, 1960, a 6-year-old female was killed by her own bus (BOB).  
-NYS's 2nd fatality occurred on April 6, 1960, a 7-year-old female was killed by her own bus (BOB).
- 1961** -NYS's 3rd fatality occurred on January 30, 1961, a 6-year-old female was killed by a passing motorist (PM) .  
-NYS's 4th fatality occurred on April 14, 1961, a 10-year-old female was killed by her own bus (BOB).  
-NYS's 5th fatality occurred on September 8, 1961, a 7-year-old male was killed in a passenger bus collision (PBC).  
-NYS's 6th fatality occurred on November 17, 1961, as a 14-year-old male was killed by a passing motorist (PM).  
-NYS's 7th fatality occurred on November 27, 1961, as a male student of unknown age was killed by a passing motorist (PM).
- 1962** -NYS's 8th fatality occurred on April 9, 1962, as a 10-year-old female was killed by a passing motorist (PM).  
-NYS's 9th fatality occurred on June 22, 1962, as a 7-year-old female was killed by a passing motorist (PM).  
-NYS's 10th fatality occurred on November 6, 1962, as a 6-year-old female was killed by a passing motorist (PM).  
-NYS's 11th fatality occurred on December 18, 1962, as a 5-year-old male was killed by his own bus (BOB).
- 1963** -School Bus Safety Week Organized and became a national program in 1970.  
-NYS's 12th fatality occurred on January 29, 1963, a 5-year-old male was killed by another bus (BAB).  
-NYS's 13th fatality occurred on March 5, 1963, a 5-year-old male was killed by a passing motorist (PM).
- 1964** -Ward School Buses perform rollover testing and identified weaknesses in joint strength, seat anchorage points and windows.  
-Urban Mass Transportation Act of 1964 was created.  
-NYS's 14th fatality occurred on March 9, 1964, a 5-year-old female was killed by her own bus (BOB).  
-School Bus Manufacturers Institute (SBMI) organized.  
-NYS's 15th fatality occurred on April 24, 1964, a 5-year-old male was killed by his own bus (BOB).
- 1965** -Bobit Publishing Company launches School Bus Fleet magazine.  
-NYS's 16th fatality occurred on March 12, 1965, a 18-year-old male was killed by his own bus (BOB).  
-Head Start programs were created nationally.
- 1966** -Rochester Area Transportation Supervisors Association (RATSA) officially formed.  
-NYS's 17th fatality occurred on May 2, 1966, a 11-year-old male was killed by a passing motorist (PM).  
-NYS's 18th fatality occurred on October 3, 1966, a 6 year old male was killed by his own bus (BOB).
- 1967** -Ward School Bus Manufacturing introduces the conveyor belt-driven assembly line to school bus manufacturing.  
-NYS's 19th fatality occurred on January 20, 1967, a 5-year-old female was killed by her own bus (BOB).  
-NYS's 20th fatality occurred on January 27, 1967, a 5-year-old male was killed by his own bus (BOB).  
-National Transportation Safety Board (NTSB) was established.  
-NYS's 21st fatality occurred on

## School Bus History 1956 to 2006

March 21, 1967, a 7-year-old female was killed by her own bus (BOB).

-Society of Automotive Engineers study at UCLA calls for "compartmentalization" of school buses. This study recommended: two point lap belts, high back seats and other safety strategies.

-NYS's 22nd fatality occurred on September 15, 1967, a 6-year-old female was killed by a passing motorist (PM).

**1968** -National Association of State Directors of Pupil Transportation Services (NASDPTS) was organized.

-NYS's 23rd fatality occurred on January 5, 1968, a 7-year-old male was killed by his own bus (BOB).

-NYS's 24th fatality occurred on January 10, 1968, a 5-year-old male was killed by his own bus (BOB).

-National School Transportation Association (NSTA) was organized to represent private school bus contractors.

-NYS's 25th fatality occurred on March 6, 1968, a 5-year-old female was killed by her own bus (BOB).

-NYS's 26th fatality occurred on March 11, 1968, a 7-year-old male was killed by a passing motorist (PM).

-NYS's 27th and 28th fatalities occurred on December 13, 1968, a 6-year-old male and 5-year-old female were killed by their own bus (BOB).

**1969** -Ward Industries conducts a rivet survey to ascertain how many rivets were used by manufacturers in constructing a school bus (232 to 4,000 rivets were used). This study was helpful in identifying joint strength standards for school buses.

-NYS's 29th fatality occurred on January 20, 1969, a 6-year-old female was killed by her own bus (BOB).

-NYS's 30th fatality occurred on February 10, 1969, a 5-year-old female was killed by her own bus (BOB).

-NYS's 31st fatality occurred on

April 23, 1969, a 8-year-old female was killed by a passing motorist (PM).

-NYS's 32nd fatality occurred on May 23, 1969, a 11-year-old female was killed in a passenger bus collision ejection (PBCE).

-NYS's 33rd fatality occurred on May 26, 1969, a 6-year-old female was killed by her own bus (BOB).

-NYS's 34th fatality occurred on October 14, 1969, a 13-year-old female was killed by her own bus (BOB).

-NYS's 35th fatality occurred on November 7, 1969, a 10-year-old female was killed by her own bus (BOB).

-NYS's 36th fatality occurred on December 10, 1969, a 10-year-old male was killed by having his head out of window (HOW).

**1970** -National Highway Traffic Safety Administration (NHTSA) was established by the Highway Safety Act of 1970.

-The Kansas Department of Transportation conducts and publishes the first School Bus Loading and Unloading Survey.

-NYS's 37th fatality occurred on April 29, 1970, a 6-year-old male was killed in an undocumented manner.

-NYS's 38th fatality occurred on May 27, 1970, a 7-year-old male was killed by a passing motorist (PM).

-NSTA sponsors the first National School Bus Roadeo.

-NYS's 39th fatality occurred on June 12, 1970, a 6-year-old female was killed by her own bus (BOB).

-\$1 million in federal 402 funds was appropriated by Congress for school bus driver training.

-NYS Pre-Service Class (2-hours) required for School Bus Drivers.

-NYS Basic Course of Instruction for School Bus Drivers (20 hours).

**1971** -Creation of the Vehicle Equipment Specifications. This group came up with the

## School Bus History 1956 to 2006

VESC-6 specifications in 1972 and were the predecessors to the Federal Motor Vehicle Safety Standards (FMVSS) that were enacted in 1970s, 1980s and 1990s.

-NYS's 40th fatality occurred on January 30, 1971, a 6-year-old male was killed by a passenger bus collision (PBC).

-NYS's 41st fatality occurred on March 8, 1971, a 5-year-old male was killed by his own bus (BOB).

**1972** -NHTSA begins rulemaking leading to FMVSS 222: Occupational Seating Protection in School Buses.

-NYS's 42nd fatality occurred on February 8, 1972, a 5-year-old male was killed by a passing motorist (PM).

-NYS's 43rd fatality occurred on February 23, 1972, a 11-year-old male was killed by a passing motorist (PM).

-NYS's 44th, 45th, 46th, 47th and 48th fatalities occurred on March 24, 1972, in Rockland County, in Congers, NY. These deaths were considered a passenger bus collision (PBC) and passenger bus collision ejection (PBCE). The victims were all males, (2) age-14, (2) age-16 and (1) age-18. This school bus/train accident remains our most tragic school bus accident in NYS's history. Article 19A was created in response to this tragedy in Congers, NY. and to eliminate the weaknesses in the existing bus driver training programs of the 1970s in NYS.

**1973** -The Rehabilitation Act of 1973 was enacted by Congress. Section 504 mandates nondiscriminatory treatment of students with disabilities (mandating like circumstances for disabled and non-disabled students).

-NYS's 49th fatality occurred on January 5, 1973, a 6-year-old female was killed by her own bus (BOB).

-NYS's 50th fatality occurred on January 11, 1973, a 7-year-old female was killed by her own bus (BOB).

-NYS's 51st fatality occurred on

February 14, 1973, a 5-year-old male was killed by his own bus (BOB).

-NYS's 52nd fatality occurred on March 1, 1973, a male, student age unknown was killed by his own bus (BOB).

-NYS's 53rd fatality occurred on October 17, 1973, a 8-year-old male was killed by his own bus (BOB).

-NYS's 54th fatality occurred on December 18, 1973, a 6-year-old male was killed by his own bus (BOB).

**1974** -National Association for Pupil Transportation (NAPT) formed.

-NYS Article 19A training requirements go into effect for bus drivers.

-The Family Educational Rights and Privacy Act of 1974 (FERPA) was established.

-The New York Pupil Transportation Association (NYPTA) was formed. The name was later changed in 1976 due to pressures from the New York State Parent Teacher Association to the New Association for Pupil Transportation (NYAPT).

-School bus tripper regulations issued allowing pupil transportation to utilize transportation services on publicly funded mass transit agency vehicles.

-Publication of Federal School Bus Standard 17 which described the federal government's role in pupil transportation. This was later renamed "Guideline 17" in 1992.

-NYS's 55th fatality occurred on February 21, 1974, a 6-year-old female was killed by her own bus (BOB).

-NYS's 56th fatality occurred on April 2, 1974, a 5-year-old male was killed by his own bus (BOB).

-NYS's 57th fatality occurred on April 8, 1974, a 5-year-old female was killed by her own bus (BOB).

-Congress orders eight specific minimum performance standards for school buses.

-NYS requires reflective triangles to be bi-directional and conform to FMVSS 125.

## School Bus History 1956 to 2006

- 1975** -Individuals with Disabilities Education Act of 1975 (IDEA) was enacted. This law requires that a free appropriate public education (FAPE) be provided to students that fall into 13 disability categories. This is where related services came into play for transportation departments.
- Education for All Handicapped Children Act of 1975 (EHA) guaranteed a free appropriate public education to include special education and related services, to all handicapped children.
  - FMVSS 121 - antilock brakes that were controlled by radio frequency. However, two-way radios and CB radios caused interference and these antilock brakes needed to be disabled after the manufacturers could not get this system to correctly with available technology.
  - NYS signed into law that all buses manufactured after 12/31/75, be equipped with 28-inch padded seats.
  - NYS's 58th, 59th and 60th fatalities occurred on January 22, 1975, a 7 year old male, 4-year-old male and 4-year-old female were all killed by their own buses (BOB).
  - NYS adds instruction for school bus drivers on transporting handicapped students to their Basic Course of Instruction for School Bus Drivers.
  - NYS's 61st fatality occurred on February 5, 1975, a 8-year-old female was killed by her own bus (BOB).
  - NYS's 62nd fatality occurred on March 7, 1975, a 10-year-old female was killed by a passing motorist (PM).
  - NYS's 63rd fatality occurred on October 31, 1975, a 9-year-old female was killed by another bus (BAB).
- 1976** -An amendment to the National Traffic & Motor Vehicle Safety Act of 1966 requested the U.S. Secretary of Transportation to consider the benefits of seat belts or other occupant restraints on school buses.
- NYS Pre-Service Class was amended to include 1-hour of additional instruction on handicapped children.
  - NYS's 64th fatality occurred on January 9, 1976, a 6-year-old male was killed by his own bus (BOB).
  - NYS's 65th fatality occurred on May 13, 1976, a 17-year-old male was killed by a passenger bus collision (PBC).
  - NYS's 66th fatality occurred on May 21, 1976, a 7-year-old male was killed by his own bus (BOB).
  - NYS's 67th fatality occurred on May 27, 1976, a 5-year-old female was killed by a passing motorist (PM).
- 1977** -Adoption of the 1977 Federal Motor Vehicle Safety Standards (FMVSS) for school buses. There were three new regulations and modifications to four other standards that govern the construction of our school buses. Standards 217, window strength and emergency exits, 220, performance requirements for rollover protection, 221, requirements for body panel strength and joints, 222, established standards for seat height and padding for seat performance in crashes were affected in 1977.
- NYS requires seatbelts on school vans.
  - NYS's 68th fatality occurred on February 3, 1977, a 6-year-old female was killed by her own bus (BOB).
  - NYS's 69th fatality occurred on May 25, 1977, a 6-year-old female was killed by her own bus (BOB).
  - NYS's 70th fatality occurred on October 5, 1977, a 6-year-old male was killed by his own bus (BOB).
  - NYS's 71st fatality occurred on October 11, 1977, a 6-year-old female was killed by a passing motorist (PM).
  - NYS's 72nd fatality occurred on December 14, 1977, a 8-year-old male was killed by having his head out of window (HOW).

## School Bus History 1956 to 2006

- 1979** -NYS Advanced Course of Instruction for Bus Drivers was introduced. This 10-hour class was geared towards the seasoned driver.
- NYS's 73rd fatality occurred on January 29, 1979, a 14-year-old female was dragged to her death by her school bus (DRAG).
- NYS's 74th fatality occurred on May 24, 1979, a 4-year-old male was killed by his own bus (BOB).
- Organization of the National Coalition for Seatbelts on School Buses, a grass roots advocacy association lobbied for the enactment of seatbelts on school buses, elimination of standees on school buses and elimination of pre-1977 school buses. This group later went on to become the National Coalition for School Bus Safety in 1997.
- 1980** -NYS's 75th fatality occurred on March 4, 1980, a 12-year-old female was killed by a passing motorist (PM).
- NYS's 76th fatality occurred on November 10, 1980, a 4-year-old male was killed by his own bus (BOB).
- 1982** -NYS's 77th fatality occurred on October 12, 1982, a 12-year-old male was killed by his own bus (BOB).
- 1984** -International Harvester Corporation ceases to offer gasoline engines to the school bus industry and switches to diesel engines.
- NYS requires school buses with a capacity of 23 passengers or above to have roof hatch(s) with audible alarms for open hatches.
- NYS's 78th fatality occurred on March 2, 1984, a 10-year-old male was killed by a passing motorist (PM).
- Federal funds for NYS school bus driver training in NYS terminated on March 31, 1984. NYSED cuts their staff back to 2 employees as a result of these funding cuts. These 2 SED employees remained and were responsible for the training of 550 school bus driver instructors and all clerical staff was cut.
- NYS's 79th fatality occurred on May 15, 1984, a 5-year-old female was killed by her own bus (BOB).
- 1985** -NYS enacts laws that require the fingerprinting of all school bus drivers.
- NYS's 80th fatality occurred on February 21, 1985, a 6-year old female was killed by her own bus (BOB).
- NYS's 81st fatality occurred on September 9, 1985, a 6-year old male was killed by a passing motorist (PM).
- NYS's 82nd fatality occurred on October 10, 1985, a 11-year-old male was killed in a passenger bus collision (PBC).
- NYS mandates the use of seatbelts for school bus drivers in response to the "Coffee Cup Fatality" from Mahopac CSD.
- The age limitation of 65 years of age was determined in court to violate the Age Discrimination in Employment Act and NYSED had to change their regulations to eliminate this age limitation.
- The Legislative Commission on Critical Transportation Choices (LCCTC) recommended NYS set age limits for school buses. 10 years if the bus was manufactured before 1977. 12 year if the bus was manufactured in 1977 or later. DOT should be able to make exceptions for older buses in very good condition.
- 1986** -Congress enacted the Commercial Motor Vehicle Safety Act of 1986, creating a new federal Commercial Drivers License. This law had to be implemented by the early 1990s.
- Public employees became subject to minimum wage and overtime requirements of the Federal Fair Labor Standards Act (FLSA).
- NYS's 83rd fatality occurred on February 5, 1986, a 5-year-old female was killed by her own bus (BOB).
- 1987** -NTSB publishes a study about the crashworthiness of Large Poststandard

## School Bus History 1956 to 2006

School Buses. This study examined 43 serious accidents but did not recommend that any Federal Safety Standards be amended. Lap belts were discussed, but there were not enough facts at the time to warrant recommending that they be equipped on school buses.

-Catastrophic school bus accidents in Carrolton, Kentucky and Alton, Texas along with the National Academy of Sciences Special Report 222 cause our industry and the federal government to rethink its current safety standards.

-NYS's 84th fatality occurred on March 18, 1987, a 7-year-old male was killed when his bus dragged him to death (DRAG).

-NYS's 85th fatality occurred on March 25, 1987, a 5-year-old female was killed by a passing motorist (PM).

-NYS's 86th fatality occurred on April 23, 1987, a 7-year-old male was killed by a passing motorist (PM).

-NYS's 87th fatality occurred on September 9, 1987, a 15-year-old female was killed in a passenger bus collision (PBC).

-NYS's 88th fatality occurred on November 2, 1987, a 6-year-old female was killed by her own bus (BOB).

-NYS's 89th fatality occurred on December 10, 1987, a 6-year-old male was killed by his own bus (BOB).

-NYS becomes the first state in the nation to mandate two-point lap belts on their school buses. Usage was optional and a school board could pass a resolution to mandate the use of lap belts if they desired to do so. Retrofitting was not permitted due to construction standards and body/seat integrity.

-McKinney-Vento Law was created. Initially, this law did not affect transportation departments.

**1988** -Increased Fuel cage protection resulted from the Carrolton, Kentucky accident of 1987.

-The U.S. Supreme Court case of *Honig v. Doe*, 484 U.S. 305 held that dangerous students with disabilities are subject to IDEA procedural safeguards.

-NYS's 90th fatality occurred on March 7, 1988, a 7-year-old male was killed by his own bus (BOB).

-NYS's 91st fatality occurred on May 18, 1988, a 5-year-old male was killed by his own bus (BOB).

-NYS's 92nd fatality occurred on December 19, 1988, a 6-year-old male was killed by his own school bus (BOB).

-The U.S. Supreme Court case of *Kadrmas v. Dickinson Public schools*, 108 S. Ct. 2481 held that a state had the right to allow school boards the option of charging a user fee for transportation.

**1989** -The Transportation Research Board published Special Report 222: Improving School Bus Safety.

-NYS's 93rd fatality occurred on March 8, 1989, a 6-year-old female was killed by her own bus (BOB).

-NYS's 94th fatality occurred on May 2, 1989, a 13-year-old male was killed by jumping from his bus (JFB).

-NYS's 95th fatality occurred on November 1, 1989, a 8-year-old female was killed by her own bus (BOB).

**1990** -The Americans with Disabilities Act of 1990 was created.

-The Individuals with Disabilities Education Act, passed in 1990, replaced the EHA of 1975.

-The Pupil Transportation Safety Institute (PTSI) was created with the help of the New York Association for Pupil Transportation (NYAPT).

-NYS's 96th and 97th fatalities occurred on January 30, 1990, two 6-year-old males were killed in a passenger bus collision (PBC).

-NYS's 98th fatality occurred on May 1, 1990, a 14-year-old male was killed by jumping from his bus (JFB).

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-NYS's 99th fatality occurred on November 8, 1990, a 13-year-old female was killed after having her head out of window (HOW).

-NYS requires that buses with more than three wheelchair positions have at least one roof hatch.

-NYS mandates back-up alarms on school buses manufactured on or after April 1, 1990.

-NYS requires that buses with fuels other than diesel and carry three or more wheel chairs or with a capacity of eight or more and carry non-ambulatory students be equipped with an automatic fire extinguishing system or automatic signaling device in the event the engine compartment reaches 350 F. degrees.

-NYS required fire block upholstery on all wheelchair vehicles.

**1991** -The OmniBus Transportation Employees Testing Act of 1991 (OTETA) was established. Requiring drug and alcohol testing of all safety sensitive positions.  
-The Era of mergers and acquisitions starts among chassis and body builders. Navistar was the first company to purchase one-third interest in school bus body builder AmTran Corporation.

**1992** -NYS adopts the federal Commercial Drivers License and drivers from across NYS take a written test to convert their current Class II licenses to a CDL Class "B" license.

-The inaugural National Conference and Exhibition on Transporting Students with Disabilities occurs. This created a national forum for special needs transportation.

-New Jersey adopts two-point lap belts for their school buses.

-NYS requires all buses manufactured on or after September 1, 1992, must be equipped with a stop signal arm.

**1994** -The Pupil Transportation Safety Institute (PTSI) becomes incorporated and adopts a board of directors.

-NYS's 100th fatality occurred on February 18, 1994, a 11-year-old female was killed by her own bus (BOB).

-NYSDOT requires all school buses manufactured on or after January 17, 1994, that transport wheelchairs be forward facing as opposed to the old side facing wheelchair securement stations.

-NYS requires all buses with a capacity of 12 passengers or more to have 8-inch convex mirrors installed on the front of the bus on both the left and right sides.

-NYS requires that school buses manufactured on or after October 20, 1994, be equipped with automatic slack adjusters.

-SOWHAT Committee was organized to develop wheelchair crashworthiness standards.

-School Transportation News offers first "Internet" presence with a text-based bulletin board. Converts to World Wide Web a year later. Within five years more than 200 websites devoted to school bus and pupil transportation are published on the Internet.

**1995** -*Simms v. National Highway Traffic Safety Administration*. Contractor Lyle Stephens challenged NHTSA's standards for wheel chairs.

-NYS's 101st fatality occurred on February 2, 1995, a 13-year-old male was killed in a passenger bus collision (PBC).

-October 25, 1995, Fox River Grove, IL. accident involves a stopped school bus at a level highway grade crossing. This was one of the worst train/bus accident in US history and caused railway authorities to rethink their crossings. Seven students were killed in this accident.

**1996** -School bus industry awareness campaign launched in California. This campaign was created by state organizations in Oregon, Washington, Wyoming and Montana.

-NYS's 102nd fatality occurred on February 8, 1996, a 14-year-old female was

## School Bus History 1956 to 2006

dragged to death by her bus (DRAG).

-NYS's 103rd fatality occurred on May 21, 1996, a 17-year-old male died after having his head out of window (HOW).

-NYS's 104th fatality occurred on June 21, 1996, a 8-year-old male was killed by a passing motorist (PM).

**1997** -Interstate Commerce Commission (ICC) disbanded.

-NYS's 105th fatality occurs on January 29, 1997, a 6-year-old male was killed by his own bus (BOB).

-NHTSA issues \$1,000 fines against several automobile dealers for knowingly selling non-conforming vans to schools for student transportation purposes. This raised awareness in school districts, Head Start and daycare providers.

-NYS required all drivers hired after September 1, 1997, needed to pass the physical performance test (PPT) before transporting pupils.

-Buses manufactured after September 1, 1997, needed to have the operators phone number displayed on the rear of the vehicle in 3-inch letters.

**1998** -\$28 million awarded to two students injured in Flagstaff, Arizona school bus accident in the largest school-related judgment in history.

-NHTSA commits U.S. to global standards for vehicle manufacturing.

-NHTSA announces a two-year study of next generation occupant protection systems for school buses.

-Antilock brakes are standard equipment after March 1, 1998, for air brake buses. March 1999, for hydraulic brakes.

-NYS's 106th fatality occurred on May 18, 1998, a 6-year-old male was killed by his own bus (BOB).

-NYS Increases their Basic Course of Instruction from 20 hours to 30 hours for school bus drivers.

-NYS insists that carriers use NYSDMV

forms for all 19A testing.

-NYS bans inspectors from issuing NYSDOT inspection stickers to vehicles that were manufactured before April 1, 1977.

**1999** -All 50 states have operable pupil transportation systems.

-Florida, Louisiana and California adopt mandatory two-point lap belts for new school buses. Lap belt usage is optional.

-NAPT & National State Director's Association team up to launch a national public awareness campaign and publish the School Bus Information Council website on the Internet.

-NYS's 107th fatality occurred on January 4, 1999, a 6-year-old female was killed by a passing motorist (PM).

-NHTSA publishes guidelines for safe transportation of Pre-K children.

-Blue Bird is acquired by three British firms along with a few school bus contractors for \$1.5 billion.

-October 21, 1999, Central Bridge, NY accident occurs between a school bus and dump truck with trailer. There were no fatalities and driver error was to blame. The NTSB investigated this accident.

-NYS stated that wheelchair vehicles manufactured prior to January 1, 2000, that had wheelchair positions located within 16-inch of a wheelchair lift needed to have padding to protect the occupant.

-NYSDOT interprets that school buses white roofs can extend down to the marker lights.

**2000** -NYS ruled that vehicles that had wheelchair positions located within 16-inch of a wheelchair lift eliminate the position or install necessary posts and stanchions to protect the wheelchair occupant from the ramp.

-NYS school buses must have padding over every door ordered on or after January 1, 2000.

-NYS school buses manufactured after

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January 1, 2000, cannot have taillights that would allow for hitching to or riding thereon.

-NYS mandated that all buses manufactured after April 1, 2000, for use in NYS be equipped with exterior reflective markings. Note: the width of the reflective tape was between 1 and 3/4" and 2" wide.

-NYS required all buses manufactured after January 1, 2000, have a floor-level rub rail on all new school buses.

-NYS required 35" headroom clearance for school buses manufactured on or after January 1, 2000.

-NYS required all school buses equipped with wig-wags manufactured on or after January 1, 2000, to have equipment like sun visors, fans, etc. not be able to interfere with the ability of the wig-wags to swing freely and alert the driver of the loss of air pressure in the brake system. The wig-wag must be able to freely swing 180 degrees.

-NYS required all buses manufactured after January 1, 2000, have their battery location identified if it was located outside of the engine compartment.

-NYS required all buses manufactured after January 1, 2000, be equipped with a fire extinguisher type 10-B:C.

-NYSED required all school bus drivers to have successfully completed the driver physical performance test (PPT) by July 1, 2000, and within every 24 months thereafter.

-March 28, 2000, Murray County, GA bus runs into a CSX freight train killing three children. Video footage showed that the driver did not stop at the tracks or turn down the volume of the radio.

**2001** -McKinney-Vento Law amended and this change affected transportation departments across the nation by requiring transportation of homeless students up to 50 miles one-way in certain cases.

-NYS required all attendants and monitors

hired on or after July 1, 2001, be fingerprinted.

**2002** -NYS required that any school bus with a capacity of 45 passengers or more have a second stop arm.

-NYS required retro reflective tape be added to all school buses outlining emergency doors and windows with highly reflective yellow tape.

-NYS Chapter 408 of the Education Law was updated to require drivers of students with an IEP, a copy or access to information that pertained to the driver and IEP student.

-NYSDOT issued a memo to operators reminding them of safety expectations for their motor vehicle inspectors and the need for access in the operator's building for a laptop computer and 110 volt power for their laptop computers.

-Universal Child Restraint Anchorage (UCRA) became available in cars and small buses.

**2003** -All new monitors and attendants needed to pass a physical performance test (PPT) before they assume their duties and within every 24 months thereafter.

-NYS buses constructed on or after April 21, 2003, must have a "Do Not Block" label at each window and door either above or below it.

**2004** -NYS phased out standees on school buses except for the first 10 days of school and in emergency situations.

-NYS required school bus drivers for non public schools to take a Pre-service class (2-hours for regular education students and 1-hour for students with special needs).

-NYSED required that all monitors and attendants take to the new three-hour Pre-service class before July 1, 2004.

-NYSED required all attendants whose students require Cardio Pulmonary Resuscitation (CPR) training as a part of their IEP, received this training before July 1, 2004.

-NYSED required all monitors and

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attendants hired after July 1, 2003, to complete a Basic Course of Instruction with at least 10-hours of approved instruction within their first year of employment.

-NYSED required monitors and attendants to receive two, two-hour refresher training sessions every year between July 1st and the first day of school and between December 1st and March 1st for the second refresher.

-NYS's 108th fatality occurred on May 21, 2004, a 7-year-old female was killed by a passing motorist (PM).

-NYSED conducted District Safety Review across NYS to analyze adherence to recommendations and identify best practices in a self-assessment process.

**2005** -NYS required that all school buses bumpers be the color of black, national school bus chrome or school bus yellow.

-NYS required that all fenders be painted national school bus chrome from previous colors like: black, blue or green, etc.

-NYS required drivers, monitors and attendants to receive the same refresher training during the 2005-06 school year, one on bus stop safety and the other on school bus security.

-NYSED required drivers of nonpublic school students to complete a Basic Course of Instruction approved by the commissioner to include two hours instruction concerning the special needs of a pupil with a disability.

-NYS adopts "S" endorsement for school bus drivers.

**2006** -NYS adopted "A3" license restrictions for CDL license holders who either do not hold a valid Medical Examiner's Certificate stating that the CDL holder meets physical standards as outlined in section 49 CFR 391 of Federal Regulations . The exceptions are if the license holder currently holds a "K" restriction and CDL license was issued before September 9, 1999.

-May 22, 2006, Amber Sadiq of Brooklyn

was killed as the parking brake of a school bus is released by a young boy who broke into the bus and released the parking brake. This accident caused NYAPT and NYSED to strongly recommend that all drivers pump their brakes down to secure their buses and angle their tires into the curb to prevent further tragedies like this when school buses are unattended.

-NYS's 109th fatality occurred on November 6, 2006, Marcus Smith of North Amityville Schools was killed by his own bus (BOB) as he returned to the bus after crossing and not finding his mother waiting for him at the bus stop.

-November 20, 2006, Huntsville, AL. a school bus plunges over a Jersey Barrier some 30 feet. Four students die, and 23 students were injured. The driver was ejected before the bus went over the overpass. This accident was investigated by the NTSB.

-The Transportation Security Administration (TSA) recommends against posting bus stop schedules on-line due to child abductions, terrorist attacks and other unwanted scenarios.

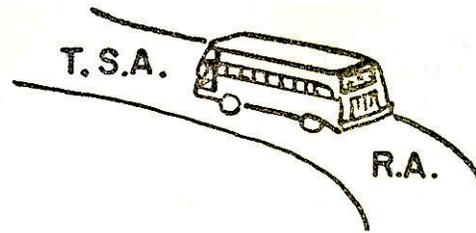
-NYSED conducted the District Safety Review in 2006, across NYS to analyze adherence to recommendations and identify best practices in a self-assessment process.

-NYAPT created the CYR Foundation, a not-for-profit organization Section 501c3 corporation.

-Ultra-Low Sulfur Diesel (ULSD) fuel mandate went into affect for the nation requiring change from Low Sulfur Diesel fuel to Ultra-Low Sulfur Diesel fuel.

**2007** -Clean diesel engine regulations went into effect and raised the costs of school buses significantly to meet new emission standards.

# School Bus History 1956 to 2006



## Information Sources:

This information was compiled from the following sources:

- ~Jack Gaffney (Rush-Henrietta CSD, Retired)
- ~Peter Morris (Gates Chili CSD, Retired)
- ~Mary Amyot (Fairport CSD & Brighton CSD, Retired)
- ~K.H. "Pete" James (Chautauqua Transportation Services)
- ~Ira Chudd (NYAPT, Past President)
- ~Peter Mannella (NYAPT, Executive Director)
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- ~2001, NYSDOT "Bus Advisory Committee's Frequently Asked Questions, September 24, 2001"
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- ~1999, NYSDOT "Bus and Passenger Carrier Safety Regulation Interpretations"
- ~1985, "School Bus Safety in New York State...Children at Risk" By Senator Norman J. Levy

Note: If you find any inaccuracies or missing events please contact Peter Lawrence at Fairport CSD (585) 421-2025 or by e-mail at: [peter\\_lawrence@fairport.monroe.edu](mailto:peter_lawrence@fairport.monroe.edu). This timeline will be maintained as new events occur and other historical events are Discovered. 1/17/07

