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# The Training Wheels

February 2005 Issue

[www.schoolbusing.com](http://www.schoolbusing.com)

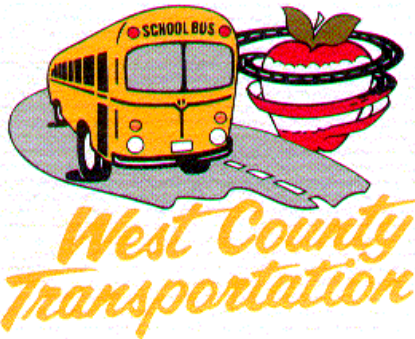
## EVERYTHING REMAINS THE SAME

Everyone begins the day and it becomes routine to start out the same each time. The morning alarm comes way too soon; you may hit the snooze once or maybe even twice prior to dragging yourself out of that nice, warm bed.

You may begin with a hot shower, letting the water hit all over to shake and vibrate your body and mind to a fully awake state or maybe you grab a hot cup of java to help defog your mind.

Whatever the case maybe, you probably spend a little time contemplating on whether to play hooky or to come to work for the day. At some point we begin the process of mentally and physically preparing ourselves for the day.

The school bus begins the day pretty much the same



with a professional school bus driver who has checked all the fluids to make sure that they are at operating level. Just like your hot cup of java the bus needs fluids to survive the morning rush. Instead of a shower to wake up, the bus is started and allowed to warm up as the driver does a thorough and complete inspection.

Possibly in the middle of the night the bus made a decision to play with your mind and little gremlins are running loose in the electrical system of your bus. Wouldn't it be nice to know that the brake lights, headlights and all those other important lights are working

properly prior to driving out to pick up that precious little cargo standing along side the road?

Just maybe in the middle of the night some mischievous little devils decided to play a practical joke on their bus driver by slashing an inside dual or cutting some all important air lines under the bus attempting to avoid going to school that day.

Now you are saying this is impossible, it has never happened and never will. I don't need to pre-trip my bus, everything was working yesterday, today is just another day and everything is the same. There is no way that the lights not working would cause an accident. I don't need to understand or do a brake check properly our mechanics thoroughly check my bus every 45 days.

A school bus driver in Palm Springs, California had

the same mental state of mind and in the process failed to due a proper or thorough pre-trip as he was trained to do and know regrets that decision as he lives with the fact that 7 little girl scouts will never grow up and fulfill their dreams.

A driver from Yuba City, California had the same mental state of mind and in the process failed to due a proper or thorough pre-trip as he was trained to do. 26 students and one teacher paid with their life.

In Fremont, California a driver failed to do a proper or thorough pre-trip as he was trained to do and a trip to Great America turned tragic.

Accidents usually don't just occur; there are always decisions that we make that tend to lead us in that direction, usually, not as severe as these accidents - never the less these drivers did not wake up that morning with the intention of having a fatal accident. It became a habit over a period of time not to do what they were trained to do and these drivers consciously made that decision which cost the ultimate price.

When accidents like these occur, the investigating authorities will come in and subpoena all records, they will be able to determine whether or not you did what the law required. These drivers were considered

negligent and spent time in jail as well as losing a civil case. Show me the money!!!

Do not falsely believe that no one is watching, that there is no way for "them or us" to find out "I am not doing what I am supposed to do". You are fooling yourself into believing exactly what those three drivers believed. "No one will ever know."

Are you aware that other drivers, mechanics, instructors have eyes and ears. Just because you park in the back don't assume we don't notice. n zero five nine one six four two When I go out to pre-trip a bus I do notice if the driver next to me or the one across the way is doing a proper pre-trip inspection. Do you know that drivers get angry when they see you doing a minimum pre-trip, barely getting by when they come in early to make sure that they do the complete pre-trip every time. Investigators will get to the bottom of these situations, they always do.

Am I trying to scare you!  
You Betcha!

I was driving a school bus when 2 of those fatal accidents occurred. I was working for the school bus contractor who had the Fremont accident that resulted in the death of 1 child and major injuries to others. That driver failed to do a proper pre-trip.

I had a field trip the very next day from Sebastopol, Brookhaven School to Great America. I can't even tell you or explain how terrible I felt with all the questions I had to answer. What it took to alleviate the fears of everyone on that bus. How horrible it felt to have every adult watching every move I made the whole way down to Great America. All they could talk about was that accident.

*It pays to read the Training Wheels - find your driver's license number and win a surprise surprise!!!*

*There are five license numbers, can you find them?*

No driver here would ever want to be involved in a fatal school bus accident - the pre-trip is your first line of defense to prevent such an accident.

This morning I watched one of our drivers walk to their bus, open up the key box, jump into the driver's seat, start the bus and after a few minutes pull out of the yard. Unfortunately this happens every morning with more than just one of our drivers. All I could do is pray that driver would not have that fatal accident where I would be subpoenaed to testify in which I would tell the truth and nothing but the truth, so help me god. Wouldn't you do the same?

## ***SAFETY TIP: School Loading Zones***



*When departing loading zones, if there are other buses around you that are loading or unloading, PLEASE wait until all children are a safe distance away and be sure to check those danger zones before moving your bus.*

***Be Patient and Be Safe!!!***

## **WHY THE RUSH?**

Teachers, parents and day care providers tend to get a little snotty when school buses are late instead of being thrilled that we arrived in a safely manner. Special Needs drivers are under an extreme amount of pressure to delivery safely and in a timely fashion. We are required to do this under all types of conditions and circumstances. We have to be able to maneuver in and out of all kinds of traffic under all types of weather with children that have a vast range of disabilities.

I do believe, and responses from school districts indicate, that we are doing a marvelous job of transporting our special needs children to and from home in a reasonable amount of time. However, we will always have days were everything is not going well, traffic is horrible, the weather is miserable, the students are

misbehaving and any one of these problems may affect our timely appearance at the schools or at home.

The one thing that we can rely on as a professional school bus driver is that we will never speed to make up our time. We will always drive at a reasonable speed to arrive safely no matter what the circumstances are. Won't we?

Unfortunately, three of our drivers in school buses have received citations for exceeding the speed limit. Not all of these citations were in special needs buses, however, I have found that it is easier to exceed the speed limit in those vans.

When dispatch fails to cover a route and you are sent out at the last minute, or the route sheet is lousy and the times just don't jive, we all have a tendency to feel in a rush. b eight six three one nine zero eight Once you get that feeling in your mind, your body tends to take over, specifically your right leg gets heavier and the bus goes faster.

When you feel in a rush, you need to slow down your thinking into accepting the fact that you are going to be late and there is nothing you can do about it. You want to think in the terms of safety at that point. We all want to provide the service safely and on time.

If for some reason you do get a speeding ticket in a

school bus, Officer Jay Keeran will recommend to Department of Motor Vehicles a suspension of your California Special Drivers Certificate.

As of January 1, 2005 Commercial Drivers can no longer attend traffic school to prevent the ticket from showing up in their DMV driving record. In other words, if you receive a citation while driving a commercial vehicle you will have to pay the fine, the violation will show on your record, it may affect your personal insurance rates and you may also have a suspension of your school bus certificate which leads to having some days off to contemplate whether it was worth trying to save some time by speeding.

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## **CELL PHONES & YOU**

My experience with a cell phone, any type of a cell phone is if it rings you will answer. No matter where you are, what you are doing, that phone rings you will run to answer. Cell phones are wonderful, aren't they? You lose control of your reflexes every time it rings, your spouse can find you no matter what, your kids can keep in contact, you never have to miss a call, and in a true emergency you can call 911. Cell phones definitely have a place in our society

but in general we lose a lot of freedom with them as well.

I would want to know if my son was in an accident as soon as possible. The cell phone accomplishes this. However, I would not want to get an emergency call while I was driving a school bus around. I would not want to be put into an emotional state that would prevent me from completing my route safely or at a minimum to get the kids to another bus to finish their ride home. One of the most devastating points in my life occurred while I was driving a school bus and to this day I am so grateful that I did not have a cell phone on me because I would have been emotionally unable to communicate, drive or otherwise function with any reasonable sanity. Getting the news while driving a bus would not have changed the events or made it any easier to handle.

The law has changed when it comes to the use of cell phones on school buses. Basically, cell phone use is prohibited while driving a school bus. You may however pull over and stop to use your cell phones. Are you really going to go to that much trouble when your phone rings? Are you going to find an area fast enough to answer that call before it stops? Do you have the control to ignore that ring until it is safe to answer?

The answer to all these questions can be found while you are driving your car. Everyone's answer to these questions will not be the same.

Oh, yes, there are exceptions to this law; there always are to every law. You can use a cell phone while driving your school bus if it is work related or an emergency entity needs to be contacted. Be extremely careful about using this exemption as a reason for using a cell phone while driving your school bus, and our policy directly prohibits using a cell while driving. This exemption to the law was based on the assumption that not all school buses have communication capabilities.

Our policy is simple and very direct; you can carry your cell phone on the bus however you are to never use the cell phone while driving. Cell phones and pagers must be turned off when you are driving the bus. Pull over, secure your bus and use the cell phone. It should only be used in the case of an emergency when the two-way radio is not operable (out of the area of the repeater or at nights or weekends). An emergency is an accident, breakdown or a serious medical emergency or student issue.

Using a cell phone to receive calls from parents about the status of children riding your bus while you are

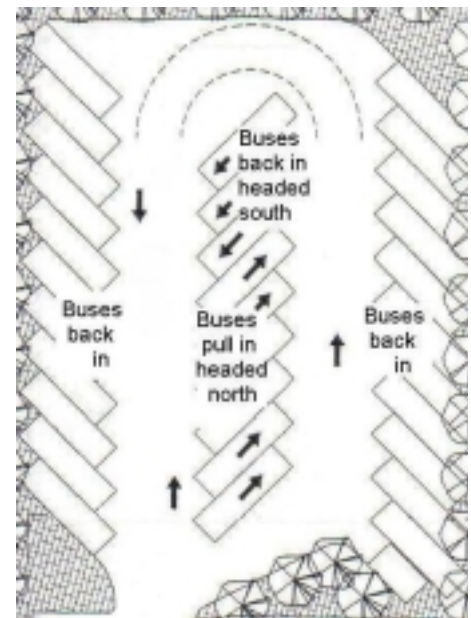
driving is prohibited; you may however receive calls at home the night before. Any calls from parents during route times are required to come through dispatch.

Cell phones are a great invention, communication tool, emergency contact device, and all-around toy. Our society is based on having the freedom to do what ever we want to do whenever we want to do it, however I feel I lost some of that freedom when my husband bought me my first cell phone.

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### **Santa Rosa Yard**

Parking in the Santa Rosa yard has gotten a little confusing to some drivers. Here is a diagram to help you understand the proper way to park your bus.



The buses along the sides are to all back in. The first 6 stalls

in the middle are to pull in with the bus headed in a northerly direction. The last 3 stalls in the middle, the bus needs to go around the circle and back into those stalls.



You should also park your bus as close as practical to the line on the left side of your bus. When parking try not to run into the cement parking bumpers at a high rate of speed – numerous ones are already breaking – you should be going slow enough at that point to stop just as the rear wheels are about to touch. The front bumper should be just at the front limit line.

Please do not park the vans in the handicapped parking spaces. Vans are to park on the north side of the dumpsters. When parking the vans do not be afraid to back in but do not back up so far that the rear end of the van is over the curb and into the landscaped area. When walking around to check out your bus stepping on landmines left behind by our furry little friends is not the best way to start the morning. Also when the sprinklers pop up they tend to get caught on the bumpers of some of our vans. Park the bus far enough out that you can walk behind the bus on the

pavement and not in the landscaped area.

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## ***A RIGHT WAY & A WRONG WAY***

Everyone dreads when company is coming over. Did I do the dishes? Are they still stacked in the sink? Did I vacuum that dirty spot on the rug? Did I forget to dust? Are the toilets sparkly clean? Does my house smell?

No one's house is perfectly clean all the time. Everyone's opinion on cleanliness is dependent on how they were raised. Some people over-kill on cleanliness, other people just get by and then there are those who just don't care and never will.

The same goes for cleaning your bus. I have always wanted to have a clean bus every morning so I could start out the day with the right frame of mind. I have rarely had to spend more than 10 minutes a day to accomplish this feat. There was one occasion that the kids left 3 inches of popcorn on the floor on a late night trip that took about 30 minutes to sweep up. I did not like being in a dark yard at 1:00 am with no one else around trying to get the bus clean and presentable to the next driver. Sweeping the

bus once was not going to accomplish this.

A dirty, filthy bus just does not make you feel good and tends to send a message to the kids. That message is "I don't care." Some drivers feel as long as they sweep the bus they are doing what is required of them. Other drivers go the extra mile and keep a tidy bus all the time.

Anyone can half – heartedly take a broom and sweep down the aisle and between the seats and still leave a filthy bus. Going through the motions is not enough and never will be!

If you want a clean bus everyday you must spend time sweeping the bus under the seats, between the seats and down the aisle. If you have to do it twice to get all the garbage and filth out that is what is required. We don't pay you to just sweep the bus. We pay you to keep it clean and free of litter. You are required to do what ever it takes to keep the litter off the floor. Cleaning your bus will rarely take longer than 15 minutes but on those days that it takes longer notify Justin of the circumstances and jot it down on your supplemental.

Walking away from your bus, failing to clean and expecting to get paid 15 minutes would be classified as fraud by a District Attorney who might be auditing our public agency. This is not free money!

I have received my fair share of dirty and filthy buses from drivers who believe that sweeping the bus no matter how badly it is done is “ok”. They can always say “I did too sweep the bus just because it is not to your standard doesn’t mean I did not do it.”

These drivers will always feel that they are in the right. It is not my standard you need to be concerned with – basically it is the California Code of Regulations.

The law requires every bus to be kept clean and free of litter. This is definitely a hard task to accomplish all the time however the bus should be free of litter and dirt as you start the day. If you are unable to clean the bus the night before because of lack of time or because you are too scared to stay at night and spend the proper amount of time to clean the bus – then please leave a note on the seat that you will clean the bus the next day. This will satisfy most drivers that you were concerned and it wasn’t an oversight on your part.

Anyone can tell by looking at the floor whether or not a driver made a reasonable effort to clean the bus. It is not rocket science. If I leave you a note about the cleanliness of the bus, it means that if the California Highway Patrol came in that day to look at your bus – the bus would have been written up “cited” per California

Code of Regulations and possibly even Red Tagged. The driver of the vehicle can also be “cited” for this infraction. A citation under the California Code of Regulations is a minimum of \$500 fine.

Cleanliness is subjective, but the California Code of Regulations is not.

## Interesting Internet Sites

West County Transportation Agency  
[www.schoolbusing.com](http://www.schoolbusing.com)  
How Stuff Works  
[www.howstuffworks.com](http://www.howstuffworks.com)  
Sonoma County Chapter of the American Red Cross  
[www.redcross-sonomacounty.org](http://www.redcross-sonomacounty.org)  
School Transportation News  
[www.stnonline.com/](http://www.stnonline.com/)  
National Transportation Safety Board  
[www.nts.gov./](http://www.nts.gov/)  
School Bus Fleet  
[www.schoolbusfleet.com/](http://www.schoolbusfleet.com/)  
National Highway Traffic Safety Administration  
[www.nhtsa.dot.gov./](http://www.nhtsa.dot.gov/)  
School Bus Information Council  
[www.schoolbusinfo.org](http://www.schoolbusinfo.org)  
California Association of School Transportation Officials  
[www.castoways.org](http://www.castoways.org)  
National Safe Kids Campaign  
[www.safekids.org](http://www.safekids.org)  
Parents Soup  
[www.parentsoup.com](http://www.parentsoup.com)

## DON'T BE IDLE

Idling school buses pollutes the air that children breathe. Pollutants can accumulate inside the bus and outdoors near the bus. Exhaust from buses can be sucked into building ventilation systems affecting air quality inside

schools. This causes health risks for everyone, especially children and drivers. Air pollution from vehicles has health implications for everyone, but children are more susceptible to this pollution because they breathe at a faster rate than adults. Children’s lungs are still developing and children are more likely to play actively outdoors.

The California Air Resources Board has approved an airborne toxic control measure that limits school bus idling and idling at or

### RENEWAL CLASS

Renewal Classes are scheduled for  
March 21, 22, 23  
9:30 – 1:30  
@ Santa Rosa Yard

Next Renewal Class will be  
In July  
Times and Dates TBA

### ORIGINAL CLASS

Is scheduled for  
April 18,19,20,21, & 22  
If you know of anyone who would make a great school bus driver and employee send them our way.

near schools to only when necessary for safety or operational concerns.

**There is a new law in town.**  
A) School bus drivers and other drivers of pupils must turn off their engine upon arriving at or within 100 feet of a school, and restart the

engine no more than 30 seconds before departing.

B) School bus drivers also must not idle at any location beyond 100 feet of a school for more than 5 minutes.

C) Transit and delivery vehicle drivers must turn off their engine upon arriving at a school, and restart the engine no more than 30 seconds before departing. Transit and delivery vehicle drivers must not idle the engine at any location within 100 feet of a school for more than 5 minutes.

D) Some exemptions to this regulation include: idling while in the midst of traffic, to ascertain safe operating conditions of the bus or vehicle, for testing, service, repair, or diagnostic purposes, or to operate equipment needed by persons with disabilities and climate control devices for children.

**Penalties:**

For each violation, a driver of a school bus, school pupil activity bus, youth bus, or general public paratransit vehicle is subject to a minimum civil penalty of 100 dollars and to criminal penalties to the maximum extent provided by law.

**What this means to you.**

Turn your bus off as soon as you stop to unload at the schools morning and afternoon. If you are the last

bus in the line at the school, do not start your bus until the other buses have already started pulling away or 30 seconds before you start moving. If your front windshield is fogging up, you could possibly turn on your fans on while loading, this small piece of equipment should not cause a problem with starting the bus however if that does not seem to work then the last resort would be to start your bus early enough so you can activate your defrosters. If you have a layover no matter where you have parked, you cannot idle for more than 5 minutes.

Eliminating unnecessary idling is a simple, cost effective way to help reduce children's and driver's exposure to air pollution. Most idling is not necessary.

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**POSTER CONTEST WINNERS**

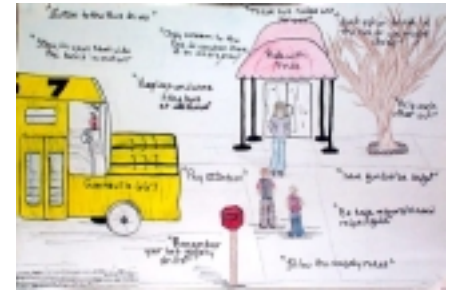


Congratulations to:

**Mahlon Weaver**

1st Place in Division 3 and Overall Winner: A Field Trip for the classroom & a \$100 Savings Bond. (\*Limited to 4 hrs.)

The winner is from **Guerneville School** in **Mary Bracken's 8th grade class**



Congratulations to:

**Samantha Weinstein**

1st Place in Division 2  
\$100 Savings Bond.

The winner is from **Guerneville School** in **Mary Bracken's 6th grade class**



Congratulations to:

**Savannah Jensen**

1st Place in Division 1  
\$100 Savings Bond.

The winner is from **Meadow View School** in **3rd grade**

**PROFICIENCY & EXPIRATION REPORT**

**Driver's Report**

Please be very careful when checking your proficiencies; not only check which types of buses you are proficient to drive but also the specific ones within that proficiency category that you are not allowed to drive.

I HAVE HI-LITED IN YELLOW PROFICIENCIES YOU MIGHT WANT TO THINK ABOUT ATTAINING

## Dispatch Frontage

As I come in most mornings I find a number of driver's parking their bus in front of dispatch and taking a break inside dispatch. Some of these breaks are more than 10 minutes long.

In some cases the drivers are leaving the bus running, all lights on and running into the driver's room to use the restrooms, to visit for a while or possibly taking a quick cigarette break. If you have that much time then you have time to walk from the bus parking lot into dispatch.

I even saw a bus with the red-lights on and the driver oblivious to the fact walked into dispatch with very little concern about leaving the bus idling.

This is considered unnecessary idling and can be subject to a \$100 fine at this point.

Our policy is very direct and to the point: Bus Inspection: All drivers must report early enough before bus departure time each morning to enable them to have a warm-up period for their buses. During the warm-up period, all drivers must stay with their buses.

Take into to consideration a very brisk walk to and from the bus

parking into dispatch can be very invigorating and healthy. Great exercise if done on a regular basis.

We are aware that sometimes mother nature calls and you have very little time to answer the call prior to driving out of the yard however that is never an excuse for leaving your bus unattended with engine running.

## RUBBER CONTACT



Fig. A

Ok so you positioned your bus a little close to the curb. So what, they can repaint the curb, heck it needs it anyway. The Wash Team will spray that tire dressing stuff on the tire when they wash it.

Nobody will know the difference, no big deal, the tire is still round and it looks good from what I can see?

That is the hidden problem. We have become comfortable in this thought process and it will lead to a tire failure possibly - it may happen at the wrong time.

Do you know how to handle a tire failure at road speed? We need air in the tire to carry the payload. The

more air the more weight. We have all seen tires at a tire shop; they are stacked high and even stand on end. With no air inflation a tire will hold it's own weight and the wheel it is mounted on.

## If you look at (fig A) Go ahead do it now.

You saw a cutaway of a tire case. You can see the steel wire in the case it goes from side to side. This makes up the sidewall strength, which makes the tire case round. The other metal bands you see are the metal ply's that give the tire its load rating.

These strands are intertwined with the metal belts that you see layered. Ok you can look again. This makes up a steel hoop that will be put into a mold, which will have a special rubber compound poured in and then it is cured.

Ok now that you contacted the curb with your 23,000-pound bus.

You have just bruised the tire case, which is un-repairable and undetectable.

This is the same as bruising your thigh but the bruise you can see, it will go away a few weeks later but the internal bruise on the tire will not go away.

Under the sidewall rubber the metal strands will break because of the sudden flexing that it was not intended to do. c four one nine eight six two eight

When this happens the metal strands in the sidewall can become frayed or snap, this can allow air to get between the sidewall and the metal strand this is known as blister. A common phrase you may have heard is separation - this is when the section of metal strands or a metal belt will break which will cause a lump in the tire case sidewall.

If you see this or feel a vibration the tire should be inspected as soon as possible.

You can do serious damage to the tire case and all steering components when you come in contact with a fixed object.

Remember that you cannot see the damage just the scuff mark (*your signature*) on the sidewall. You may not know this but the tire on your bus costs the agency \$280.00 to \$325.00.

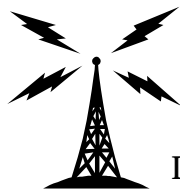
The same thing applies to your personal vehicle, except the tire cost.



*Side Note:*

What I Never want to hear is that you have to hit the curb or run over the curb to make a turn - if you feel this way we need to discuss further training in your vehicle and the turn you feel you must

scuff. You should never be rubbing a curb at a school-loading zone. I have found that as you return to the bus yard, generally we all have a tendency to relax more. If you are rubbing the curb coming into the yard or the one going into the bus parking lot you need to realize that you are probably relaxing way to much and need to bring your attention back to driving a 40 foot bus.



## Dispatch Corner

Dispatchers will no longer be able to take calls at home. If you have a route that starts prior to 5:30 am please call 206-9988 Ext 19 and leave a message.

As for incidents, problems or accidents that occur at night or weekends or any other time that dispatch is not manned please call the on duty cell phone number (707) 953-3019. This number is always available and is manned by the administrative team. However it is a cell phone and problems may arise. If you are unable to get a hold of the on-duty individual then please take a look at the back of your nametag. If your nametag is not available then pop open the accident package located in the first aid kit and you should find a phone card with all the relevant numbers that you should need.

## West County Handbook indicates:

Immediately report a school bus accident to the Dispatcher.

If there is no response, or it is a night or weekend trip, immediately call the on-duty cell phone number for administrative assistance (707) 953-3019. If there is no response immediately notify the California Highway Patrol (911) to report the accident.

## FIRST AID CLASSES

We no longer have a qualified Red Cross First Aid / CPR Instructor at West County.

See Debbie for a list of Red Cross First Aid classes.

## BUS ETIQUETTE

In the evening as you walk



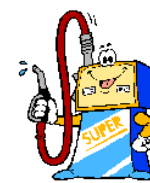
away from your bus **STOP-** turn around and look at

your bus, check to see "if the tires are straight, lights are off, windows are up, and hatches are down"

**SPEED LIMITS** in all yards is 5 mph or idle speed.

**BACKING BUSES** have the right of way in all yards -- Please do not walk behind a bus that is backing.

**FUELING** We would prefer that the buses are fueled at approximately a half a tank. This may seem senseless to you, however you never know when that



bus may have to respond to a last minute field trip or an emergency situation. n two four eight two seven three eight

**Tuesdays and Thursdays** are the fueling days for the Cannery -- please plan your fueling in advance.

**CNG FUELING** when you hook up your bus at the Santa Rosa yard and turn the nozzle to fill if the compressor is not all ready on or does not come on - please notify dispatch.

### Leaving the Yards

At all the bus yards when pulling out into the roadway, remember to stop and look both ways. The Santa Rosa yard is located on a dead end street however the road will eventually go through.

### How tall is your Bus?



Would you drive under this?

A little difficult to tell in this picture but there are two signs on the overpass.

The yellow sign indicates:  
**Caution**  
**Clearance 7' 9"**

The white sign indicates:

**No Trucks**  
**No Campers**  
**No Autos with Racks**

There is a third sign above the traffic light on the right that you should consider prior to making a decision.

Here is some info to consider:

Bus #'s 414, 418 = 9' 10" tall

Bus #'s 307, 314 = 8' 6" tall

Bus 310, 311 = 8' 0" tall

Bus 12 = 11' 6" tall

Can you tell a difference?



Bus 411 and 48



Bus 411 and 404

### How much do you weigh?

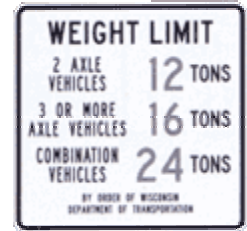
Would you drive over this bridge?



or this bridge?



What about this sign?



Info to consider:

1 ton = 2,000 pounds

Bus #'s 414, 418 are 9400 lbs unladen, gross vehicle weight rating (GVWR) 14,000 lbs or 7 tons

Bus 311 is 6660 lbs unladen, 9500 lbs GVWR

Bus 36 is 24,135 lbs unladen, GVWR is 37,4000 lbs or 18.7 tons

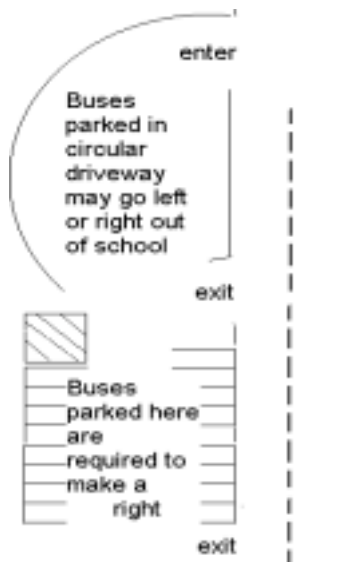
There are placards on all the buses indicating the unladen and the GVWR.



How about this sign?

Would you drive past a Traffic signal with this sign?

## Bellevue School Loading Zone



This is the loading zone at Bellevue School. Typically the first 3 buses to arrive in the afternoon are required to enter the circular and then pull into the parking area and block cars to load their students. The next 4 buses park in the circular driveway of this school.

Buses parked in the circular driveway can safely make a left or right turn out onto Primrose Ave. Buses in the parking lot cannot make a left without backing up and causing all type of problems for the other buses and possibly creating an accident as well.

All buses parked in the parking lot regardless of what your route sheet indicates are required to make a right and go around the block to get back on course.

## The Walk to the Mailbox

As I take my leisurely walk out to the mailbox enjoying the brisk air and the beautiful scenery what do I see but this?



and more butts.....

As I get to the mailbox to drop the mail in I also notice this!



And then I wonder what are these for?



The white bucket is not only for catching water.



The yellow funny looking thing located near the exit gate is known as an ashtray.

Please police yourself and put your butts where they belong. Thank you

### *Kids say the darndest things.*

*Some grade school teachers must agree with that, because they keep journals of amusing things their students have written in papers. Here are a few examples:*

The future of "I give" is "I take."

The inhabitants of Moscow are called Mosquitoes.

A census taker is a man who goes from house to house increasing the population.

Water is composed of two gins. Oxygen and hydrogen. Oxygen is pure gin. Hydrogen is gin and water.

A virgin forest is a forest where the hand of man has never set foot.

The general direction of the Alps is straight up.

Most of the houses in France are made of plaster of Paris.

The four seasons are salt, pepper, mustard and vinegar.

The blood circulates through the body by flowing down one leg and up the other.