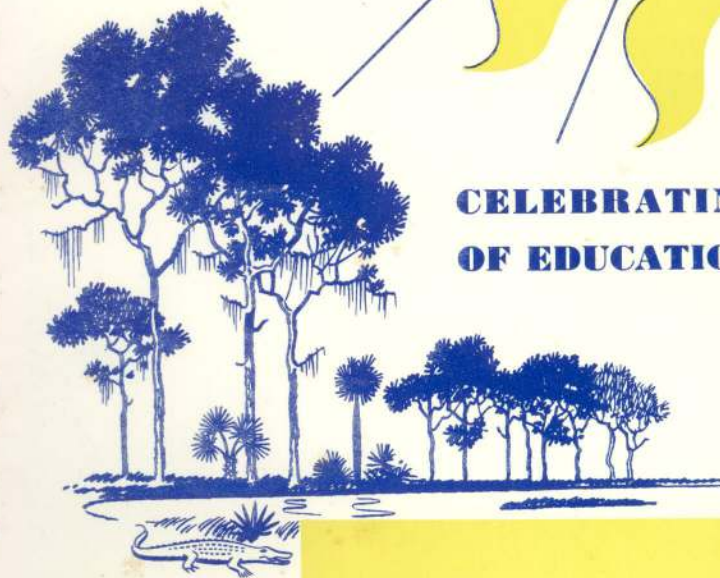
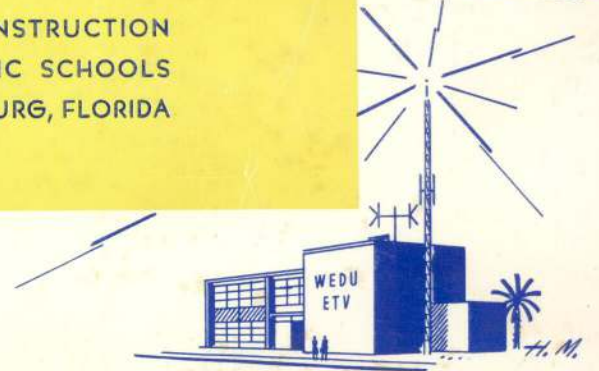
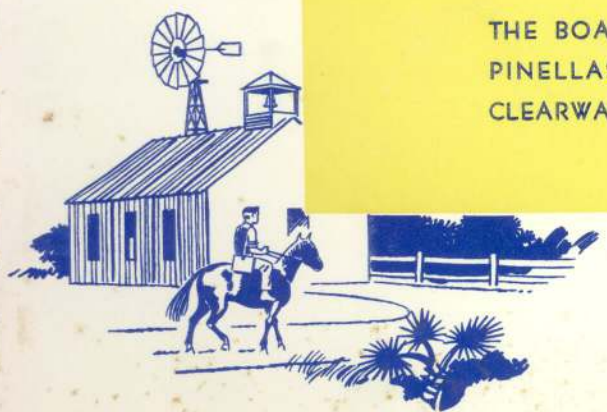


**The
Golden
Anniversary
OF
Pinellas
Schools**

**CELEBRATING 50 YEARS
OF EDUCATIONAL PROGRESS**



THE BOARD OF PUBLIC INSTRUCTION
PINELLAS COUNTY PUBLIC SCHOOLS
CLEARWATER - ST. PETERSBURG, FLORIDA



THEN - Lumbering to School was an Adventure!



Fifty years ago when districts were large and few roads could accommodate the new horseless carriages, most children walked to school, actually enjoying a three or four mile jaunt on shortcut paths through pine woods or palmetto thickets. They were alert to the dangers of rattlesnakes and plenty of other wild animals, but by walking in groups they had enough courage to attack or retreat when necessary. Pioneers recalling such walks say they were good exercise as well as daily adventures keeping them in close touch with nature.

When the weather was bad, or for those who lived much too far away for walking, quite a few youngsters were given a horse to ride. In woods near schools could be seen horses tethered to saplings.

Often the children of several families in a remote community were transported by buggy, surrey, buckboard or wagon on a co-op plan like today's car pools. Bicycles were used in town or village areas where they had sidewalks or hard-packed roads.

High school students living in outlying districts received the first "free" transportation. This was a reimbursement plan or one-half cost arrangement, the family determining the mode. Many St. Pete students used the electric trolley cars.

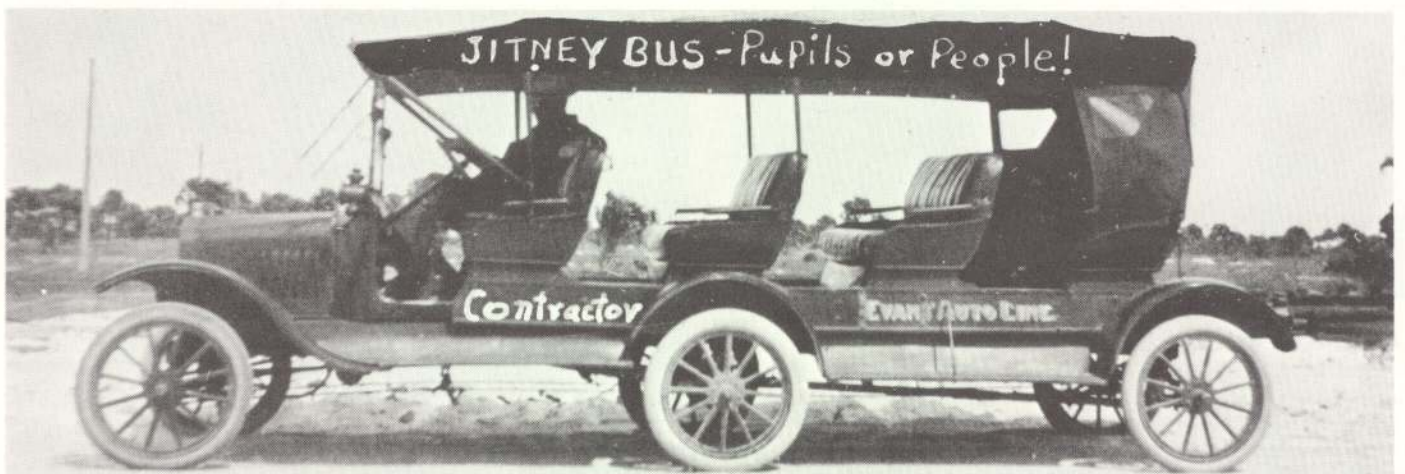
Following are a few Board decisions affecting pupil transportation:

7-3-12: Board honors bill for \$440 for pupils' trolley fares.

WHEN Pinellas was young, most children walked to school. Some, however, lived five miles or more from school, and Dad took them in the buckboard or buggy, as in (A) left, a lonely drive then. (B) Poor roads prevented more than a few Pinellans from buying these 1910 International Harvesters. (C) The St. Petersburg Gulf Railroad Trolley did a prosperous business prior to the automobile age. Students from Gulfport, the beaches, and upper Tampa Bay areas rode the trolley to SPHS; the Board reimbursed them. Pictured is a Sunday picnic with trolley standing by.



REMEMBER when high schoolers drove Model T's to school and around town? And the jalopies that followed World War II? Oh, well: it's transportation. (?)



FORERUNNER of today's school buses was this double-T operated in St. Petersburg in 1920 by the Evans line. The School Board owned no buses but would make a contract

with a "jitney bus" owner to carry high school students from outlying districts. Fares were low to match the speed; "jitney" usually meant 5c.

NOW- They're convoyed to School like V.I.P.

9-19-13: Board agrees to pay half the cost of transporting students who live more than three miles from high school.

11-5-13: Rate of 3c per mile is fixed for pupil transportation.

9-1-14: Board agrees to pay \$10 a month for cost of a wagon to be run by C. E. Thomas, Largo district to pay \$10 and "patrons of the wagon" a third \$10.

1-8-18: Board agrees to pay \$100 month to J. H. Pendarvis for operating his coach from Bayview and Green Springs to Largo and Clearwater schools.

1-14-19: Board agrees to pay "jitney bus contractors" one-half the daily allowance for the days schools were closed because of Spanish influenza.

9-14-20: Board hires Henry Logan @ \$150 per month to operate an Ozona-Curlew-Tarpon Springs bus of his own; Albert Stigner @ \$100 for a Dunedin-Clearwater bus; William Tyler @ \$100, Seminole and Largo; Homer Mohr @ \$75, Lealman-Harris-St. Petersburg.

Fall, 1922: Lealman District operates first county-owned school bus, Ford Worm Drive, driven by Mrs. Norma Mohr Trowell, setting a precedent for women drivers.

8-5-23: Board buys its first "fleet" of buses — five International for \$11,240.

9-11-23: Douglas Wilcox appointed Anona bus driver @ \$20 month and Miss Eva Woodruff appointed chaperon of Anona bus. The speed limit of 15 mph may be increased to not more than 18 miles if bus is behind schedule.

7-15-24: Bus drivers are required to post \$500 bond.

10-5-26: First gasoline pumps installed at warehouse.

3-4-30: School bus garage 30' x 60' to be erected near Lealman Jr. High, using materials from the old Harris School. Cost: \$407.

3-6-33: Several school buses discontinued because of financial crisis.

8-17-33: Board offers eight school buses for sale to highest bidders.

1-4-34: All bus drivers are required to have physical examination.

3-23-37: Board authorizes purchase of five new White buses.

9-2-38: Set of instructions to bus pupils is issued.

3-22-39: St. Petersburg Garden Club protests a plan to build bus stop shelters carrying advertising.

1-27-42: Tire rationing prohibits the use of school buses for any excursions.

7-13-43: Eighteen regular and three extra buses are insured.

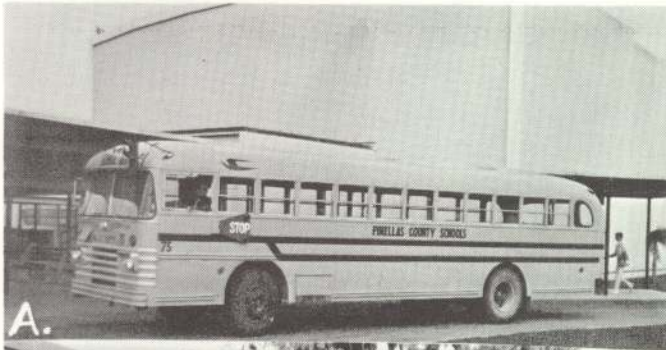
9-13-44: Bus drivers' salaries are increased five per cent.

8-28-46: Negro students in grades 10-12 in up-county areas are transported to Pinellas High School.

1-23-57: Paul Bauder reports that school buses are operating at 23.2c per mile or \$13.83 per pupil annually.

10-28-59: Green lights to be removed from bus traffic control signals.

1-2-61: Very suitable but inexpensive bus service center put into operation at High Point.



Yes, they're convoyed to school like V.I.P.—because that's what they are: Very Important People. More than 100 buses are required to transport the thousands of Pinellas students who live two miles or more from school. (A) This bus has just unloaded students at Clearwater High, and driver must yet pick up a load for Oak Grove. Earlier, this bus hauled elementary children. Varying school starting times are necessary to allow each bus to service different schools. (B) Now it's time for home delivery. This bus has delivered primary children at 1:45, upper elementary at 3:00, high school at 3:45, and now this junior high after 4:00. (C) Main bus sheds are here, at High Point Service Center.

"LOOK, MOM, NO WHEELS!" The school bus of tomorrow will float on a cushion of air, be powered by motors that draw energy from natural radiation in the air, and protected from collisions by down-the-road radar. This is the plan of the Wayne Bus Division, according to "Safety Education" for February, 1962. This bus MAY be ready for your great-great grandchildren, although each feature has already been invented, such as autopilot, ultra-violet air purification, radio control of stop lights ahead, and solar heat.