

STUDY OF METHODS OF TRANSPORTING VOCATIONAL AGRICULTURE TEACHERS
AND STUDENTS IN KANSAS AND WAYS OF FINANCING SAME

by

CHARLES MILTON CAMPBELL, JR.

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INTRODUCTION

The Smith-Hughes Act, commonly known as the Federal Vocational Education Act, passed by Congress in 1917 stated that schools which were approved for vocational agriculture would provide directed or supervised practice in agriculture, either on a farm provided by the school or other farms. However, the act made no allowances for reimbursement of travel connected with supervision. Some approved schools provided travel expense for supervision while others did not, and if supervision was provided, it was done at the expense of the instructor.

The George-Dean Act of 1936 provided for reimbursement of travel in vocational agriculture to be distributed from the state level. Many states reimburse vocational agriculture instructors directly for travel connected with the vocational agriculture department. Kansas has used this allocation of money for establishment of additional needed vocational agriculture departments in the state. The Kansas State Board for Vocational Education has been of the opinion that if a school was adequately interested in a department of vocational agriculture such school would finance any necessary travel connected with that department. However, the author was unable to find any law for the State of Kansas compelling school districts to finance travel pertaining to the vocational agriculture department.

Bulletin No. 7, "Plans for Vocational Education in Kansas"

(1927-1932)¹ stated that no federal funds would be spent for local supervision. All subsequent revisions of this plan through 1954 have included a similar clause. A publication² of The Kansas State Board for Vocational Education, "Problems Involved in Establishing a Department of Vocational Agriculture in the Public High Schools in Kansas", Series A-1, revised May 1940, stated that the local school board was responsible for providing transportation for the vocational agriculture teacher for supervision. A later edition³ revised in 1949 of the same publication supported the same requirement.

REVIEW OF LITERATURE

Of the reference material listed in the Education Index, it was found that none is of value to this particular study. There have been several studies conducted in other states that covered portions of the subject for which this study was chosen. However, no such problem has been attempted in Kansas.

Vocational Agriculture teachers and their students were transported in various ways in Kansas. The author has observed

¹ State Board for Vocational Education. "Plans for Vocational Education in Kansas." Bulletin No. 7, 1927-1932.

² Kansas State Board for Vocational Education. "Problems Involved in Establishing Departments of Vocational Agriculture in the Public High Schools in Kansas." Series 1-A, Revised, May 1940.

³ Kansas State Board for Vocational Education. "Problems Involved in Establishing Departments of Vocational Agriculture in the Public High Schools in Kansas." Series 1-A, Revised, July 1949.

at the State Fair at Hutchinson and the State Judging and Farm Mechanics Contests at Manhattan six different methods of transportation being used: school-owned busses, school-owned station wagons, school-owned pickups, dealer-furnished pickups, instructor's automobiles, and townspeople's automobiles.

Hennegh¹, in a study of vocational agriculture departments in Pennsylvania, found trucks or pickups to be preferred over busses for transporting students. Trucks also proved more versatile in use for the vocational agriculture departments.

From conversations with vocational agriculture teachers at various district and state meetings, it was found that several methods of reimbursement for travel in the teacher's car existed in the state. Some teachers were paid flat rates per year while others were paid a set rate per mile for travel. In both of the above methods amounts have been observed to vary greatly. Carter² found in a study of expense accounts of vocational agriculture teachers in Area X of Texas that travel for making supervising visits ranged from \$13.44 to \$324.66 per school, and from \$0.44 to \$11.39 per student. Travel for adult farmer service ranged from \$0.00 to \$165.18, F.F.A. travel ranged from \$14.88 to \$583.57, and attending teachers meetings ranged

¹Spurgeon W. Hennegh. "The Use and Maintainance of a Truck or Bus in the Department of Vocational Agriculture in Pennsylvania." Master's Thesis in Ag. Ed., 1953, Penn. State College.

²Isaac P. Carter. "An Analysis of Expense Accounts of Teachers of Vocational Agriculture in Area X of Texas." Masters Problem in Ag. Ed., Sam Houston. State Teachers College, Huntsville, Texas, 1951.

from \$5.88 to \$153.28 per school.

From the increasing number of dealer-furnished pickups observed at various contests, fairs, etc., the author believed phases of use, care, operation, responsibility, insurance, and contracts of dealer-furnished pickups valuable to this study. Johnson¹ reported from California that dealer-furnished pickups were rapidly increasing in that state. He advises any teacher securing a dealer-furnished pickup to get approval from the school board. The contract should be drawn up in agreement between the school board, the vocational agriculture department head and chapter adviser, and the agency loaning the vehicle. The following sample contract by Johnson can serve as a guide.

Auto Agency agrees to:

1. Provide the school district, for the primary use of the agriculture department and F.F.A. Chapter of the (name of school), a current model one-half ton pickup truck properly licensed and equipped with heater and defroster for the period from September 1953 to August 1955.

The School District agrees to:

1. Assign the vehicle for primary use by the F.F.A. Chapter and agriculture department of (name of school).
2. See that insurance coverage is provided for the protection of the District, the School, the F.F.A. Chapter, (Auto Agency), the Instructor and others using the vehicle. The coverage must include at least: (a) 50/100 thousand dollars public liability, (b) 5 thousand dollars property damage, and (c) 50 dollars deductible collision. (Fire and theft insurance to be carried by (Agency). (Agency) is to be provided a certificate of insurance as a named assured.

¹Max Johnson. "Cooperation Provides Transportation - An Example of School-Community Relationships." Agriculture Education, 83-84, Oct. 1954.

3. Provide prominent lettering on sides of the vehicle identifying (Auto Agency) as the organization making it available.
4. Return the truck to (Auto Agency) at the expiration of the agreement period in (first class condition) and with all routine greasing, oil changes, etc., up-to-date. Upon the return of the vehicle, (Auto Agency) will sign a receiving notice accepting it and its conditions for the protection of the parties concerned, when it has approved said condition.
5. Pay for any servicing or repairs necessary to put the vehicle in the same condition as received, except for normal wear and tear, when it is returned at the end of the agreement period.
6. Pay all maintenance and expenses incidental to the operation of the vehicle as outlined in the Owner's Manual, including especially the following items.
 - A. Gasoline.
 - B. Complete lubrication and oil change at each 1,000 mile speedometer reading.
 - C. Use sufficient antifreeze of the best quality in the radiator during cold weather.
 - D. Storage of vehicle in a safe garage at night when not in use.
 - E. Truck inspection and tune-up at speedometer readings of 1,000, 3,000, and 7,000 miles by (Auto Agency) or by a garage approved by them.
 - F. Report in case of truck damage, immediately to (Auto Agency).
7. See that operation of the vehicle is limited to those holding valid operators licenses.
8. Take every precaution to see that vehicle is kept in first-class condition both as to operation and maintenance. This includes responsibility to see that every user is personally requested to keep the truck in good condition and is held responsible for any abuse.
9. See that vehicle is never rented or used for hauling or hire.

This agreement will take effect when signed by persons authorized to act for the organizations involved.

For the School District:

_____ Title _____ Date _____

For the FFA Chapter of the (High School):

_____ Title _____ Date _____

For the (Auto Agency):

_____ Title _____ Date _____

Of course there will be variations in different situations, but all contracts should at least carry the stipulations in the sample contract to prevent misunderstandings later on.

There is a growing tendency to accept a summer recreational outing as being beneficial to the interest in and cooperation of an F.F.A. Chapter. Ashley¹, vocational agriculture instructor at Columbus, Miss., states "all work and no play makes a dull chapter". He recommends a fishing trip as a type of recreation trip which will interest most boys. Planning ahead and contacting Chambers of Commerce, Y.M.C.A.'s, and F.F.A. Chapters will usually solve the overnight sleeping, bathing, and toilet facilities. He emphasizes the value of holding joint F.F.A. meetings when staying with another F.F.A. Chapter. As to financing, Ashley mentions each boy pay his own way and chapter financing. The author believes that a compromise of half Chapter financed and half boy financed may prove satisfactory and may allow boys to go who would be unable if expenses were all paid by boys.

Lorling², in a study in 20 counties in Texas, found that

¹J. A. Ashley. FFA Summer Recreational Activity. "Your F.F.A. Chapter Should Have a Place in Your Summer Plans." Agriculture Education, 273-274, June, 1954.

²Elwyn H. Lorling. "An Analysis of the Use of Expense Funds by Vo. Ag. Teachers in 40 Counties in 1949-50." Master's Thesis in Ag. Ed., 1950, Texas A. & I. College.

F.F.A. Activities dominated in money spent for travel by vocational agriculture teachers. He found a wide range in cost of travel and attributed it to: difference in distance between students, size of school district and population per square mile, location of schools with regard to distance from district area, state activities in which the school participates, teachers stressing one phase of agriculture more than others, and possibility of error in judging the intent of the teacher when purpose of travel is reported.

Taubert¹, in a study in West Virginia, found 41 per cent of vocational agriculture teachers travel used for supervising visits, 23 per cent F.F.A. activities, 7 per cent in service training, 6.4 per cent fairs, 5.1 per cent shows and field days, 4.7 per cent obtaining supplies, and 12.8 per cent for various meetings and activities.

Palmer², in a study in Ohio, reports an average of 4,771.5 miles of travel per vocational agriculture department annually. The number of miles traveled ranked in order of purpose were as follows: F.F.A. activities 28.11 per cent, supervised farming 27.77 per cent, professional meetings 24.90 per cent, supplies and misc. 11.33 per cent, field trips 4.23 per cent, adult farmers 1.37 per cent, young farmers 1.19 per cent, combination visits 1.10 per cent. Average mileage per month varied from

¹Reno Lyman Taubert. "Travel and Its Use in Conducting the Vo. Ag. Program in West Virginia." Master's Thesis, 1953, West Virginia University.

²D. N. Palmer. "An Analysis of Paid Travel Used by Vo. Ag. Teachers in Ohio". Master's Thesis, 1953, Ohio State University.

208 in December to 661 in August. Average miles per student ranged from 12 to 57. Experienced teachers traveled 1,470 miles more than the 3,775 average for beginning teachers.

PURPOSE

The purpose of this study was to determine the different modes of transportation used in the departments of vocational agriculture in Kansas, for what purposes such travel was used, and how it was financed.

It was believed that a study of this type would provide an excellent example for new departments, help standardize travel in present departments, as well as obtain information for himself concerning dealer-furnished pickups and summer trips with vocational agriculture students.

PROCEDURE

After selecting the subject for this report, the author consulted several leaders in the vocational agriculture field in Kansas concerning this problem; reviewed seven thesis from other states on similar topics; consulted two insurance experts; and investigated Kansas School Laws to find regulations governing child transportation. Consultants in the phrasing of the questionnaire included Professor A. P. Davidson, major instructor, and Professor Howard Bradley, both of the Department of Education, Kansas State College, Manhattan, Kansas.

The information in this study was secured by means of a questionnaire which was sent to 207 vocational agriculture

teachers in our Kansas secondary schools. This number represents all the vocational agriculture departments in Kansas excluding the school in which the author was teaching.

A copy of the questionnaire, a cover letter from Professor A. P. Davidson, Head of Department of Agricultural Education, Kansas State College, Manhattan, Kansas, a cover letter from the author, and a self-addressed, stamped envelope was sent to 207 vocational agriculture teachers in Kansas.

A copy of the questionnaire with cover letters is included in the appendix. One hundred and seventy-two of the 207 questionnaires were returned, or 83.09 per cent; however, two questionnaires were not adequately complete to be used and could not be included. A total of 170 questionnaires were completed which constituted 82.12 per cent of the entire state.

DATA

Table 1. Type (or types) of vehicles available to vocational agriculture departments and frequency of use.

Type	Departments	Frequency of use ranked			
		(1)	(2)	(3)	(4)
Instructor's car	158	104	36	10	6
School-owned car	14	7	4	1	2
Parent or student car	111	1	64	34	12
School-owned pickup	24	16	4	1	3
Dealer-furnished pickup	27	21	4	2	0
School-owned bus	94	11	41	34	8
Trailer	11	1	1	6	3
Other	19	10	4	4	1

Some teachers reported only one mode of travel, while others reported four modes available. The instructor's car, parent or student's car, and the school-owned bus were the most important modes available. The instructor's car dominating in number and frequency of use. The parent or student's car represented (with one exception) the second most frequent mode of travel. The dealer-furnished pickup and the school-owned pickups were generally the main mode of transportation where such vehicles were available. Trailers, when listed, were reported to be used mostly for transporting livestock. When other was reported, teachers usually wrote in the type of vehicle, and teacher-owned pickup and teacher-owned station wagon dominated this category.

The author found in Kansas School Laws for 1954 that pickups and trailers were legal for transportation of students when all students were inside the stake body of either vehicle.

Table 2. Maximum limits for reimbursement of vocational agriculture travel in 35 schools.

Maximum in dollars	Number of departments
100	1
150	2
180	1
200	15
250	6
300	3
350	1

Table 2 (cont.)

Maximum in dollars	Number of departments
375	1
400	2
450	1
900	1

One hundred thirty-two departments reported travel reimbursement on mileage basis, of these, 97 reported no limit on the amount of travel permitted, and 35 reported a maximum, which is indicated in the Table 2.

Table 3. Rate per mile for use of teachers car.

Cents per mile	Number of departments
5	16
6	16
7	90
7.5	4
8	1
10	3

Rates for use of teacher's car varied from 5 cents to 10 cents per mile according to the 130 departments which reported travel reimbursement on a mileage basis. The rate per mile most frequently reported was 7 cents. Three departments in the state reported their schools neither furnished nor reimbursed

travel for the vocational agriculture program. One of these departments reported that the F.F.A. Chapter had to pay 25 cents per mile for use of the school activities bus.

Table 4. Flat rates paid for travel and teacher opinion of extent of coverage.

Flat rate in dollars	Number of departments	Inadequate coverage (per cent)	Adequate coverage
100	4	33 1/3, 50	2
150	1	70	0
200	8	50; 50; 75; 80	4
225	1	0	1
250	3	50; 90; 95	0
260	1	0	1
280	1	90	0
300	1	0	1
350	1	0	1
400	2	80, 95	0
480	1	0	1
500	1	0	1
Average miles traveled	4,373		4,609

Table 4 indicated the extent to which flat rate amounts reimbursed travel expense by vocational agriculture departments. Of the twenty-five teachers reporting flat rates for travel, twelve reported the amount adequate, and thirteen reported per cent of adequacy which flat rate covered.

It is interesting to note that the rate for both the departments which thought they were adequately reimbursed, and those which did not think reimbursement adequate, averaged approximately the same. The departments which reported insufficient reimbursement actually averaged 216 miles less per school than did the departments which reported adequate coverage by flat rate.

One department received \$350 flat rate for 8,500 miles and considered it adequate; while another department received \$400 for 4,500 miles and considered it only 80 per cent adequate.

Table 5. Departments which received reimbursement for various activity travel, and degree of reimbursement.

Activity	Total	Partial	None or no answer
State Vo-Ag Teachers Conference	101	8	61
National FFA Convention	58	7	105
State FFA Convention	115	6	49
State High School Judging Contests	133	5	32
District Vo-Ag Judging Schools	134	7	29
District FFA Leadership Schools	134	5	31
Area Vo-Ag Teachers Conference	116	5	49
State Fairs - Topeka	47	7	116
- Hutchinson	62	7	101
County or District Fairs	68	10	92
Education and Recreational Tours	99	11	60
Other (American Royal, etc.)	74	14	82

Table 5 indicates the extent to which schools allowed

vocational agriculture departments to participate in various activities pertaining to a program in vocational agriculture, and the degree to which the school financed travel connected with such activities.

The activities ranking highest for which school reimbursement was allowed were: State F.F.A. Convention, State High School Judging Contests, District Vocational Agriculture Judging Schools, District F.F.A. Leadership Schools, and Area and State Vocational Agriculture Teachers Conference. It was interesting to note that school districts totally financed travel for vocational agriculture educational and recreational tours in 99 out of 170 schools or 58.3 per cent of the total.

A small number of departments received reimbursement for travel to the State Fairs. The data showed that few schools went to both fairs, indicating more than 100 schools financed travel to one of the state fairs.

The author is of the opinion that the reason the column (none or no answer) was so high was that many schools who did not attend certain activities did not answer, or checked none.

Table 6. Expenses paid by school district and F.F.A. for attending state high school vocational agriculture judging and farm mechanics contests.

Purpose	Expense - Instructor			Expense - Student		
	Total	Partial	None or no answer	Total	Partial	None or no answer
Room	56	4	110	48	10	112
Meals	37	11	122	26	19	115

It was interesting to note that school districts and F.F.A. Chapters paid some or all of room and board for instructors and students in almost one-third of all schools reporting. The F.F.A. in five departments paid total room and meals, and one department paid partial room and meals.

A means of transportation of growing importance in the field of vocational agriculture is the dealer-furnished pickup. There were dealer-furnished pickups in 27 of the 170 Kansas departments reporting, constituting 15.8 per cent of the departments. The period of operation of the dealer-furnished pickup system is set forth in the following table.

Table 7. Period of operation for dealer-furnished pickups.

Period	Number of schools
1 year	7
2 years	7
3 years	6
4 years	5
6 years	1
12 years	1

From Table 7 it is evident that the dealer-furnished pickup system is a relatively new practice in Kansas. Six departments reported discontinuation of the dealer-furnished pickup system. One gave interference from other departments as the reason for discontinuation. All other reasons stated

that dealer was unable to furnish pickup again.

Table 7b. Amounts spent annually for maintenance of dealer-furnished pickup.

<u>Amount in dollars</u>	<u>:</u>	<u>Number of departments</u>
20		2
25		1
50		2
60		1
70		1
100		3
150		4
200		4
250		2
300		1
400		1

Annual expenses for maintenance and repair on the pickups ranged from \$20 to \$400. The average annual expense was \$100.

One teacher reported paying a dealer \$.05 per mile for use of a pickup. The dealer furnished maintenance and repair. Two other teachers reported that the dealer paid maintenance and repair, and two teachers did not answer.

The pickup license fee was paid by school districts in 13 instances and by the dealer in 14.

The insurance on the pickup was paid by the school district in all cases except one in which the F.F.A. Chapter paid the

insurance.

Insurance coverage of 27 dealer-furnished pickups in departments was as follows:

<u>Type of Insurance</u>	<u>Number of Departments</u>
Liability	27
Comprehensive	26
Collision	27
Medical payment	17

Seven departments reported the school district paid the dealer money annually for use of the pickup. Analysis of this payment follows:

<u>Amount of Money</u>	<u>Number of Departments</u>
\$ 60	1
\$100	3
\$315	1
6% of investment	1
5¢ per mile	1

Responsibility for care of the pickup was distributed in the following manner:

<u>Individuals</u>	<u>Number of Departments</u>
Vocational agriculture instructor	19
Superintendent	3
Principal	2

A new pickup was furnished in 22 departments annually, four bi-annually, and one was listed as uncertain.

The pickup was replaced by the same dealer in 24 departments, by different dealers in one department, and two did not

answer.

Vocational agriculture students were allowed to drive the pickup in 18 departments, and were not allowed to drive the pickup in nine departments. All departments which allowed students to drive granted this privilege only to those who were legally licensed to drive.

Other departments in the school were allowed to use the pickup in 20 of the 27 departments. These 20 vocational agriculture departments reported that this practice interfered as follows:

<u>Frequency</u>	<u>Number of Departments</u>
Occasionally	7
Often	1
Never	12

Table 8. Summer educational and recreational trips.

:	
<u>Number of trips</u>	<u>Number of departments</u>
1	46
2	15
3	14
4	3
5	3
6	1

Summer educational and recreational trips were taken by 82 of the 170 departments reporting. More than one-half of the departments reported one trip, 18.4 per cent two trips, and 17 per cent three trips.

Table 8b. Miles traveled by departments on their summer trips.

Miles traveled	:	Number of departments
0 - 250	:	50
251 - 500	:	22
501 - 750	:	5
751 - 1,000	:	5
1,001 - 1,500	:	7
2,001 - 3,000	:	1
3,001 - 4,000	:	3
4,001 - 4,500	:	1

Table 8b indicates that most of the vocational agriculture teachers in the state were accepting the opinion that all work and no play makes a dull chapter. More than one-half of the departments reported summer recreational and educational trips which included more than one-third of the boys enrolled.

Table 8c. Number of boys per department going on summer trips.

Number of boys	:	Number of departments
1 - 5	:	9
6 - 10	:	20
11 - 15	:	16
16 - 20	:	13
21 - 30	:	15

Table 8c. (cont.)

Number of boys	:	Number of departments
31 - 40	:	2
over 40	:	2

The number of boys per chapter going on one or more summer trips is related in the above table.

Five departments reported summer trips, but did not report number of boys participating.

Table 8d. Financing of summer educational and recreational trips.

Party financing	:	Per cent
Parent	:	4.2
Student	:	45.3
F.F.A. Chapter	:	35.3
Instructor	:	9.1
Other	:	6.1

Students paid 45.3 per cent of expenses on summer recreational and educational trips. The F.F.A. financed 35.3 per cent, and in some cases, financed the entire trip. On most trips, unless F.F.A. financed, the instructor paid his own way. Some trips were completely financed by the school district. Parents helped very little in financing summer trips.

Table 9. Number of departments which used insurance on trips.

Insurance	Number of departments
Trip insurance	26
Group insurance	19
Individual insurance	7

Of the 82 departments taking summer trips, only 26 had trip insurance. All trips over 1,500 miles were covered by trip insurance; however, there were several trips over 1,200 miles which were not covered by insurance. The author is of the opinion that any recreational trip where a vocational agriculture teacher is responsible for boys, trip insurance should be carried.

Table 10. Ranking of travel in vocational agriculture according to purpose.

Purpose	State	East	West
A. Local community supervised farming and F.F.A. work	1	1	1
B. Adult young farmer service	8	8	8
C. District F.F.A. leadership and judging schools	2	2	2
D. State vocational agriculture and farm mechanics judging contests (including regional and national F.F.A. judging)	3	3	3
E. F.F.A. conventions - state and national	7	6	7
F. Fairs and shows: county, district, state, and interstate (American Royal, etc.)	5	5	5
G. Professional improvement: area, county, district, state, and national	4	4	4

Table 10. (cont.)

Purpose	:	:	:
	: State	: East	: West
H. Recreational and educational tours	6	7	6

Table 10 shows the ranking of vocational agriculture travel according to purpose. Arbitrary comparisons for eastern and western sections were made, using U.S. Highway 81 as a dividing line. All towns on Highway 81 were listed in the western section.

The eastern and western sections of the state were identical for ranking all purposes of travel with the exception of a reversal in ranking between F.F.A. conventions and recreational and educational tours. Distance to conventions from the western section is the probable factor which brought about this reversal.

Table 11. Distance to home of vocational agriculture student living greatest distance from school.

Distance in miles	:	Number of schools		
	:	: State	: East	: West
6 - 10		20	17	3
11 - 15		59	31	28
16 - 20		42	21	21
21 - 25		25	11	14
26 - 30		9	5	4
31 - 40		5	2	3

Table 11. (cont.)

Distance in miles	Number of schools		
	State	East	West
41 - 45	2	0	2
over 45	2	0	2

The distance of the vocational agriculture student living the greatest distance from school varied from six miles in the southeastern part of the state to 48 miles in the southwestern part with a state average of 17.7 miles.

The greatest distance in the east varied from 6 to 37 with an average of 16.09, and in the west from 8 to 48 with an average of 19.7 miles.

Table 11b. Average distance from school to vocational agriculture student's home.

Distance in miles	Number of schools		
	State	East	West
3 - 5	57	27	10
6 - 8	72	40	32
9 - 11	32	14	18
12 - 15	20	5	15
16 - 20	4	1	3

The average distance to homes of all students of vocational agriculture in Kansas varied from three to 20 miles with an average of 8.5 for the state. The eastern half varied from three to 16 miles with an average of 7.3, and the western half varied from 3 to 20 miles with an average of 8.9.

The above averages included town boys which brought them down sharply. The averages for farm boys only would have been considerable higher.

Of 28 young farmer classes reporting, distances varied from three miles to 15 miles with an average of eight, and there was very little difference between the eastern and western half of the state.

Table 12. Total number of miles traveled per vocational agriculture instructor during fiscal year 1953-54.

Number of miles	Number of departments
under 1,000	5
1,000 - 1,999	12
2,000 - 2,999	25
3,000 - 3,999	37
4,000 - 4,999	27
5,000 - 5,999	19
6,000 - 6,999	12
7,000 - 9,999	10
10,000 -11,000	4
20,000*	1

* Two teacher department

One hundred fifty-two departments reported the total amount of travel for the fiscal year 1953-54. The vocational agriculture instructors in these departments traveled 640,356 total miles. The travel per department ranged from 200 miles to 20,000 miles (a two teacher department) with an average of

4,211.4 miles. The school reimbursed for 86.7 per cent of the total travel.

Instructors in the western half of the state averaged 4,296.9 miles per school and were reimbursed for only 81.3 per cent of travel, while instructors in the eastern half averaged 4,142.9 miles per school and were reimbursed for 91.5 per cent.

ACKNOWLEDGMENTS

Acknowledgment is due Professor A. P. Davidson for his valuable assistance as major instructor, Associate Professor H. R. Bradley of the Department of Education for helpful suggestions, and Dr. D. F. Schowalter of the Department of Psychology for his helpful suggestions for compiling the data in this study.

The writer also wishes to express his appreciation to the instructors of vocational agriculture in Kansas who cooperated in furnishing the basis for information contained in this report.

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APPENDIX

KANSAS STATE COLLEGE

Department of Education

Manhattan, Kansas

December 13, 1954



Dear Vo-Ag Instructor:

Mr. Charles M. Campbell, vocational agriculture instructor, Ashland, Kansas, has chosen as the subject of his Master's Report "A Study of Methods of Transporting Vocational Agriculture Teachers and Students in Kansas and Ways of Financing Same." Accordingly, a questionnaire on this subject is being sent you for your consideration. I am confident that all teachers of vocational agriculture in Kansas will be interested in the subject being studied by Mr. Campbell. The value of the findings in this study will depend upon accurate and prompt reporting. May we count on your cooperation.

Sincerely,

A. P. Davidson.

A. P. Davidson
Head Teacher Trainer
Agricultural Education

Ashland, Kansas
December 18, 1954

Dear Fellow Worker:

I am sending you a questionnaire, and am asking your kind cooperation in answering the questions which are contained on these sheets.

This problem is undertaken for the purpose of determining the methods of transporting Vocational Agriculture teachers and students in Kansas and the manner of financing that transportation.

The questions have been reduced to a minimum, and the answers are blocked out, so that it should require only a small amount of your time to furnish the desired information.

If it would be possible to send me a copy of the contract between the dealer and the school district on your dealer-furnished pickup, it would be of great value to my report. Contracts will receive safe handling, and upon serving their purpose they will be returned promptly.

I shall compile this information and make recommendations from the questionnaires answered. I would be glad to send you a copy of my findings if you so desire. This information should be of help to you in the future in the field of transportation and finance.

It would be greatly appreciated if you would return this questionnaire promptly inasmuch as I would like to compile the information no later than February 15.

I thank you sincerely for your cooperation in this matter,

and wish you a very Merry Christmas.

Sincerely yours,

Charles M. Campbell

VII. Reimbursement allowed by school for instructor and students attending the State High School Vocational Agriculture Judging and Farm Mechanics Contests:

	Total	Partial	None
1. <u>Instructor</u>			
a. Room..... a.	_____	_____	_____
b. Meals..... b.	_____	_____	_____
2. <u>Students</u>			
a. Room..... a.	_____	_____	_____
b. Meals..... b.	_____	_____	_____

- VIII. Vo-Ag department has dealer-furnished Pickup: Yes _____ No _____
- a. This system has been in operation: a. Number of Years _____
- b. School pays for repair and maintenance of Pickup: b. Yes _____ No _____
- (1) Circle approximate amount spent last fiscal year for repair and maintenance of Pickup (1) \$150, \$200, \$250, \$300, \$350, \$400, \$450, \$500
Other amount \$ _____
- c. Pickup license fee paid for by: c. School District _____
FFA Chapter.... _____
Dealer..... _____
Other..... _____
- d. Insurance on Pickup paid for by: d. School District _____
FFA Chapter.... _____
Dealer..... _____
Other..... _____
- e. Type of insurance coverage carried on Pickup (check for each type carried): e. Liability..... _____
Comprehensive.. _____
Collision..... _____
Medical Payment _____
Other..... _____
- f. School District pays dealer money annually for use of pickup: f. Yes _____ No _____
Amount _____
- g. Individual held responsible for the Pickup: g. Vo-Ag Teacher.. _____
Superintendent. _____
Principal..... _____
Other..... _____
- h. New Pickup furnished Vo-Ag Department: h. Annually..... _____
Bi-Annually.... _____
- i. Pickup replacement furnished Vo-Ag department by same dealer: i. Yes _____ No _____
- j. Vo-Ag students permitted to drive Pickup: j. Yes _____ No _____

k. Other departments in school permitted to use Pickup:

k. Yes _____ No _____

(1) If Yes, does this plan interfere with Vo-Ag activities:

(1) Occasionally.. _____
Often..... _____
Never..... _____

IX. Indicate the number of out-of-the-community summer trips taken with Vo.-Ag Students during the summer of 1954.

Number of Trips..... _____
Total Miles Traveled... _____
Total Number of Boys.... _____

(1) Expenses for out-of-the-community summer trips paid by

(1) Parent..... _____ %
Student..... _____ %
FFA Chapter..... _____ %
Instructor..... _____ %
Other..... _____ %
School

X. Do your Vo-Ag students use trip insurance:

Yes _____ No _____

As a Group..... Yes _____ No _____

Individually..... Yes _____ No _____

XI. Rank the following according to number of miles traveled during past fiscal year, (1-most miles; 7-least miles)

- a. Local Community: Supervised Farming & FFA Work..... _____
- b. Adult and Young Farmer Service..... _____
- c. District FFA Leadership & Judging Schools.. _____
- d. State Vo-Ag & Farm Mechanics Judging Contests (Including Regional & Nat'l. FFA Judging)..... _____
- e. FFA Conventions: State* & National.. _____
- f. Fairs & Shows: County, District, State & Interstate (American Royal, Wichita Nat'l, etc.)..... _____
- g. Professional Improvement: Area, County, District, State & National..... _____
- h. Recreational and Educational Tours.. _____

*If travel to state judging contests is included under "d" do not include same under "e".

XII. Indicate the distance in miles to:

- a. Vo-Ag student living greatest distance from school..... _____
- b. Average distance to homes of Vo-Ag all day school students. _____
- c. Average distance to homes of Young Farmer and Adult class members..... _____

XIII. Indicate (a) total number of miles traveled during the last fiscal year in connection with your Vo-Ag program, and (b) the number of miles for which you were reimbursed:

- a. Total miles traveled _____
- b. Reimbursed miles.... _____

RETURN TO:

Charles M. Campbell
Vo.-Ag Instructor
High School
Ashland, Kansas

**STUDY OF METHODS OF TRANSPORTING VOCATIONAL AGRICULTURE TEACHERS
AND STUDENTS IN KANSAS AND WAYS OF FINANCING SAME**

by

CHARLES MILTON CAMPBELL, JR.

**B.S., Texas College Arts and Industries
1950**

AN ABSTRACT OF A MASTER'S REPORT

submitted in partial fulfillment of the

requirements for the degree

MASTER OF SCIENCE

Department of Education

**KANSAS STATE COLLEGE
OF AGRICULTURE AND APPLIED SCIENCE**

1955

ABSTRACT

The Smith-Hughes Act of 1917 required schools approved for instruction in vocational agriculture to provide directed or supervised practice in agriculture. Yet, it made no provisions for travel expense connected with such supervision. The Kansas State Board for Vocational Education has left the expense of supervisory travel to the local school board. The George-Dean Act of 1936 provided federal funds that could be distributed on the state level to the local school boards for supervisory travel. Kansas has used this money for establishment of new departments.

This study examined methods and financing of travel connected with the vocational agriculture departments in the State of Kansas. A questionnaire which covered these fields was developed and mailed to all vocational agriculture teachers in Kansas. One hundred seventy completed questionnaires were used in this summary.

The vocational agriculture departments reported from one to five modes of travel available. The instructor's car as a mode of travel was used most often, the parent or student owned car ranked second, and the school-owned bus ranked third.

One hundred thirty-two teachers reported travel expenses reimbursed on a mileage basis. Rates ranged from five cents to ten cents with seven cents being the most common. Ninety-seven of the schools reimbursing on a mileage basis reported no limit to the amount of travel. The remaining 35 reported

limits on mileage ranging from \$100 to \$900 annually. A limit of \$200 was the amount most frequently reported.

Flat rates for travel were paid in 25 departments. Twelve teachers reported flat rates adequate, and thirteen reported flat rates inadequate.

Seventy-eight per cent of schools totally financed travel to district leadership schools, state high school judging contests, and district vocational agriculture judging schools. Slightly more than one-half of the schools totally financed travel to state vocational agriculture teachers conference, state F.F.A. convention, area vocational agriculture teachers conference, and travel for educational and recreational tours. A few schools partially financed travel to all of the above listed activities.

The school district and F.F.A. financed room and board of instructor and students while at the state high school judging contests in one-third of the departments.

Twenty-seven vocational agriculture departments reported having a dealer-furnished pickup in operation in their schools. The period of operation ranged from one to twelve years.

Maintenance and repair on the dealer-furnished pickup ranged from \$20 to \$400 per year. The school districts paid maintenance and repair costs in most cases.

Insurance on the pickup was paid by the school district in all but one instance.

All pickups were insured for liability and collision, 96 per cent were insured for comprehensive, and 63 per cent were insured for medical payments.

School districts paid license fee in 48 per cent of the cases while the dealer paid 52 per cent.

Most dealers furnished the pickup free and the vocational agriculture teachers were usually put in charge.

A new pickup was furnished in 22 departments annually, four bi-annually, and one department was uncertain.

Students with driver's licenses were allowed to drive most pickups. Other departments in local school were allowed to use the dealer-furnished pickups in most cases, and little interference with vocational agriculture activities was reported.

One to five educational and recreational summer trips were taken by 47 per cent of the departments. Trips ranged from 40 miles to 4,401 miles, and from four to 45 boys were taken on each trip.

Trips were student and chapter financed in most instances, and trip insurance was used in only 31.7 per cent of the trips taken.

The miles traveled by vocational agriculture instructors in connection with their program ranked as follows; local supervised farming first, district F.F.A. judging and leadership schools second, and state vocational agriculture and farm mechanics judging contests third. Travel for other purposes ranked in the order of their importance were; professional improvement, fairs and shows, educational and recreational tours, F.F.A. conventions, and adult and young farmer service.

Students living the greatest distance from school ranged from six to 48 miles with an average of 19.7 miles. The average

distance to homes of vocational agriculture students was 8.5 miles.

The distance to the homes of young farmers averaged 8.1 miles for the state.

Total travel connected with the vocational agriculture program ranged from 200 miles to 20,000 miles, with an average of 4,211.4 miles per instructor.

