

Minnesota Attorney General: Administrative Rules Proceedings

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Version 3
August 20, 2018

MINNESOTA STATE REGULATIONS

Notice of filing by the Commissioner of Administration

We have received on this date, stamped and filed 2 copies of Rules and Regulations pertaining to the Department of Public Safety
(Agency or Board)

Regulation No. Saf Ad 20 thru 24 (amended)

Subject: Issuance + Display of School Bus Inspection Certificates

Department of Administration
Publication, Central Services Division
Documents Section
140 Centennial Office Building
St. Paul, Minnesota 55155
Telephone: (612) 296-2874

FILED
RICHARD L. ROSBACHER
Commissioner of Administration
MAR 12 1975 4:15 PM
BY Eda Staudenmaier EJ
AUTH. SIGNATURE

Stamped and filed with the Secretary of State 3-12-75

Rev. 9-72

MINNESOTA DEPARTMENT OF PUBLIC SAFETY

SAFETY ADMINISTRATION DIVISION

CHAPTER TWO: Issuance and Display of School Bus Inspection Certificates

SafAd 20 PURPOSE AND SCOPE

The purpose of this regulation is to establish rules and regulations governing the issuance and display of school bus inspection certificates, consistent with the provisions of ~~Laws 1971, Chapter 327.~~ Minnesota Statutes 1971, Section 169.451, and to establish a point system to evaluate the effect on safety operation of any variance from law detected during school bus inspection, consistent with the mandate of the legislature expressed in Laws 1974, Chapter 332.

SafAd 21 DEFINITIONS

For purposes of these rules and regulations, the following terms shall have these meanings:

(a) Highway Patrol. The Minnesota Highway Patrol, or an individual officer thereof.

(b) Certificate. A school bus inspection certificate required by the provisions of ~~Laws 1971, Chapter 327.~~ M.S. 1971, Section 169.451, Subd. 2.

SafAd 22 ISSUANCE OF CERTIFICATE

The certificate shall be issued for an individual bus on ~~an annual~~ a semi-annual basis when the Highway Patrol has inspected such vehicle and ~~is satisfied from such inspection~~ the inspection indicates that the school bus adequately complies with ~~all applicable provisions of Minnesota Law~~ laws and rules and regulations relating to construction, design, equipment and color of school bus.

SafAd 23 DISPLAY OF CERTIFICATE

(a) The certificate issued for each individual school bus shall be immediately affixed to such school bus by the inspecting Highway Patrol Officer.

(b) Only such certificate~~s~~ as ~~are~~ is valid for the current ~~year~~ time period may be displayed.

(c) The certificate shall be affixed in the ~~upper~~ lower left corner of the main windshield of the school bus.

SafAd 24 METHOD OF INSPECTION

(a) All school buses shall be inspected for compliance with applicable laws and with Rules and Regulations of the State Board of Education as stated in Chapters Thirteen and Fourteen: Education 240-279 Rules.

(b) The point system contained herein shall be used to assess the safety operation of all types of school buses. Each bus will start with 100 points and each defect shall be cause for points to be deducted in accordance with established point values.

(1) Any school bus with an inspection score of 98 to 100 shall be identified by affixing a destinctive school bus inspection certificate to the windshield. Where an inspection score of 98 is achieved, no inspection certificate shall be affixed to the bus at the next semi-annual inspection unless the two (2) point defect has been corrected.

(2) Any school bus with an inspection score of 80 to 98 points shall pass the inspection and receive a temporary bus inspection certificate of contrasting color or design or both. This temporary certificate will be valid for 14 days or until the bus has been reinspected. Within 14 days following inspection, all defects must be corrected.

(c) Any school bus with less than 80 points shall be deemed unsafe for the transportation of school children. Any school bus which fails the inspection shall not be used to transport school children until the defects are corrected and an inspection certificate is issued and affixed to the bus.

POINT SYSTEM

1. Tires, front	25 points
2. Tires, rear	25
3. Exhaust	
a. Inadequate pipe	25
b. Leak in system	5
4. Muffler Defective	25
5. School Bus Color	
a. Not basic yellow or orange	25
b. Improper trim color	2
6. Required Lettering	
a. No school bus sign (Type I & II)	25

	b. Stop at railway crossing (Type III only)	25 points
	c. Other lettering-nicknames	2
7.	Stop Arm (Octagonal--required after 10-1-67)	25
8.	Cross Over Mirror (required after 3-7-74)	25
9.	Headlamps out of Adjustment	5
10.	Headlamp out	10
11.	Dimmer Switch Inoperable	10
12.	Turn Signals Inoperable	25
13.	Eight Lamp Warning Lamp System	25
	a. Eight Lamp Indicator	10
14.	Indicator Lamps	
	a. High beam	5
	b. Turn signals	5
15.	Clearance Lamps-each	5
16.	Rear Lamps-each	10
17.	Stop Lamps (2 required)-each	15
18.	Back-up Lamps (required after 1-1-69)	5
19.	Brakes-Service (Foot)	25
20.	Brakes-Emergency (Auxiliary)	25
21.	Defective or No Warning Horn	25
22.	Rear View Mirror	
	a. Interior	15
	b. Exterior	25
	c. Slight Crack	5
23.	Windshield Wipers	25
	a. Wiper blade only	5
24.	Windshield Glass	10
25.	Steering	25
26.	Driver Seat Belt (10-1-67)	25
27.	Entrance Door	5
28.	Interior Lamps-each	2
29.	First Aid Kit	
	a. Missing	25
	b. Short supply-per unit missing	1
30.	Fire Extinguisher	15

31.	Flags & Flares (electric or reflector)-each	5 points
32.	Side Glass and Rear Glass-each defect	5
33.	Loose Objects Interior-each	2
34.	Seats Loose (floor mount)-each	5
35.	Seat condition-each	2
36.	Bus Interior (clean)	2
37.	Carbon Monoxide	25
38.	Emergency Exit	25
39.	Speedometer	10
40.	Suspension	25
41.	Wheels	25
42.	Body Condition	2
	a. Hazardous Protuberance or Sharp Edge	25
43.	Drive Shaft Guard	25
44.	Frame	25
45.	Heater-Defroster Fan-each	5
46.	Battery	10
47.	Body Mounting	10
48.	Fuel System	10

SafAd 25-29 Reserved for Future Use

APPROVED AS TO FORM AND LEGALITY
MAR 12 1975 19
WARREN SPANNAUS, ATTORNEY GENERAL
BY Willard B Miller
SPECIAL ASSISTANT ATTORNEY GENERAL

STATE OF MINNESOTA
DEPARTMENT OF STATE
FILED 4:00 pm
MAR 12 1975
Joan Anderson Growe
Secretary of State

FILED
RICHARD L. BRUBACHER
Commissioner of Administration
MAR 12 1975 4:15 pm
BY Eda Staudenmaier
AUTH. SIGNATURE EJ

PROPOSED REGULATIONS

MINNESOTA DEPARTMENT OF PUBLIC SAFETY

SAFETY ADMINISTRATION DIVISION

CHAPTER TWO: Issuance and Display of School Bus Inspection Certificates

SafAd 20 PURPOSE AND SCOPE

The purpose of this regulation is to establish rules and regulations governing the issuance and display of school bus inspection certificates, consistent with the provisions of ~~Laws 1971, Chapter 327.~~ Minnesota Statutes 1971, Section 169.451, and to establish a point system to evaluate the effect on safety operation of any variance from law detected during school bus inspection, consistent with the mandate of the legislature expressed in Laws 1974, Chapter 332.

SafAd 21 DEFINITIONS

For purposes of these rules and regulations, the following terms shall have these meanings:

(a) Highway Patrol. The Minnesota Highway Patrol, or an individual officer thereof.

(b) Certificate. A school bus inspection certificate required by the provisions of ~~Laws 1971, Chapter 327.~~ M.S. 1971, Section 169.451, Subd. 2.

SafAd 22 ISSUANCE OF CERTIFICATE

The certificate shall be issued for an individual bus on ~~an annual~~ a semi-annual basis when the Highway Patrol has inspected such vehicle and ~~is satisfied from such inspection~~ the inspection indicates that the school bus adequately complies with ~~all applicable provisions of Minnesota Law~~ laws and rules and regulations relating to construction, design, equipment and color of school bus.

SafAd 23 DISPLAY OF CERTIFICATE

(a) The certificate issued for each individual school bus shall be immediately affixed to such school bus by the inspecting Highway Patrol Officer.

(b) Only such certificate~~s~~ as ~~are~~ is valid for the current ~~year~~ time period may be displayed.

(c) The certificate shall be affixed in the ~~upper~~ lower left corner of the main windshield of the school bus.

SafAd 24 METHOD OF INSPECTION

(a) All school buses shall be inspected for compliance with applicable laws and with Rules and Regulations of the State Board of Education as stated in Chapters Thirteen and Fourteen: Education 240-279 Rules.

(b) The point system contained herein shall be used to assess the safety operation of all types of school buses. Each bus will start with 100 points and each defect shall be cause for points to be deducted in accordance with established point values.

(1) Any school bus with an inspection score of 98 to 100 shall be identified by affixing a destinctive school bus inspection certificate to the windshield. Where an inspection score of 98 is achieved, no inspection certificate shall be affixed to the bus at the next semi-annual inspection unless the two (2) point defect has been corrected.

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(c) Any school bus with less than 80 points shall be deemed unsafe for the transportation of school children. Any school bus which fails the inspection shall not be used to transport school children until the defects are corrected and an inspection certificate is issued and affixed to the bus.

POINT SYSTEM

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5. School Bus Color	
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6. Required Lettering	
a. No school bus sign (Type I & II)	25

b. Stop at railway crossing (Type III only)	25 points
c. Other lettering-nicknames	2
7. Stop Arm (Octagonal--required after 10-1-67)	25
8. Cross Over Mirror (required after 3-7-74)	25
9. Headlamps out of Adjustment	5
10. Headlamp out	10
11. Dimmer Switch Inoperable	10
12. Turn Signals Inoperable	25
13. Eight Lamp Warning Lamp System	25
a. Eight Lamp Indicator	10
14. Indicator Lamps	
a. High beam	5
b. Turn signals	5
15. Clearance Lamps-each	5
16. Rear Lamps-each	10
17. Stop Lamps (2 required)-each	15
18. Back-up Lamps (required after 1-1-69)	5
19. Brakes-Service (Foot)	25
20. Brakes-Emergency (Auxiliary)	25
21. Defective of No Warning Horn	25
22. Rear View Mirror	
a. Interior	15
b. Exterior	25
c. Slight Crack	5
23. Windshield Wipers	25
a. Wiper blade only	5
24. Windshield Glass	10
25. Steering	25
26. Driver Seat Belt (10-1-67)	25
27. Entrance Door	5
28. Interior Lamps-each	2
29. First Aid Kit	
a. Missing	25
b. Short supply-per unit missing	1
30. Fire Extinguisher	15

31.	Flags & Flares (electric or reflector)-each	5 points
32.	Side Glass and Rear Glass-each defect	5
33.	Loose Objects Interior-each	2
34.	Seats Loose (floor mount)-each	5
35.	Seat condition-each	2
36.	Bus Interior (clean)	2
37.	Carbon Monoxide	25
38.	Emergency Exit	25
39.	Speedometer	10
40.	Suspension	25
41.	Wheels	25
42.	Body Condition	2
	a. Hazardous Protuberance or Sharp Edge	25
43.	Driver Shaft Guard	25
44.	Frame	25
45.	Heater-Defroster Fan-each	5
46.	Battery	10
47.	Body Mounting	10
48.	Fuel System	10

SafAd 25-29 Reserved for Future Use

Exhibit A

STATE OF MINNESOTA

COUNTY OF RAMSEY

BEFORE EDWARD G. NOVAK

COMMISSIONER OF PUBLIC SAFETY

In the matter of the proposed adoption of rules of the State Department of Public Safety governing revisions to existing school bus inspection regulations, establishing a point system for evaluating the effect on safety operation of any variances from law detected during inspection.

ORDER FOR HEARING

To effectively implement M.S. 1971, Section 169.451, as amended by Laws 1974, Chapter 332, the Minnesota Commissioner of Public Safety deems it necessary to consider adoption of the proposed rules captioned above pursuant to the authority vested in me by M.S. 1971, Section 299A.01, subd. 6.

NOW, THEREFORE, IT IS ORDERED this 6th day of December, 1974, that a public hearing on the proposed rules captioned above be held in Conference Room A of the Veterans Service Building, 20 West 12th Street and Columbus Avenue, St. Paul, Minnesota, on January 24, 1975, commencing at 8:30 A.M., and continuing until all representatives of associations or other interested groups or persons have had an opportunity to be heard.

IT IS FURTHER ORDERED, that notice of said hearing be given to all representatives of associations or other interested groups or persons who have registered their names with the Secretary of State for that purpose and all persons who are presently members of the Minnesota Legislature.

STATE OF MINNESOTA
DEPARTMENT OF PUBLIC SAFETY

Edward G. Novak

COMMISSIONER OF PUBLIC SAFETY

Exhibit B

STATE OF MINNESOTA

COUNTY OF RAMSEY

BEFORE EDWARD G. NOVAK

COMMISSIONER OF PUBLIC SAFETY

In the matter of the proposed adoption of rules of the State Department of Public Safety governing a point system for evaluating the effect of school bus equipment defects upon safety of school bus operations.

STATEMENT OF NEED

The above captioned rules are required by legislative mandate in M.S. 1971, Section 169.451, Subd. 3 as amended by Laws 1973, Chapter 80. The Statute directs the Commissioner of Public Safety to provide by rule and regulation a point system for evaluating the effect of school bus equipment defects upon the safety of school bus operations. The purpose of the rules and regulations is to promote uniform inspection standards in the interest of maintaining a high level of pupil transportation safety within reasonable economic limitations.

Mandatory inspection of school buses was first required by statute in 1971 with the enactment of M.S. 1971, Section 169.451 which required annual inspection of school buses by the State Patrol to ascertain whether "--- construction, design, equipment, and color comply with all provisions of law." The statute further provided for the issuance and display of distinctive inspection certificates pursuant to regulation established by the Commissioner of Public Safety. Laws 1973, Chapter 80 amended M.S. 1971, Section 169.451 to require (1) semi-annual inspection of school buses and (2) the establishment of a point system by regulation of the Commissioner of Public Safety for the purpose of evaluating the effect of equipment defects on the safety operation of school buses. Under the initial school bus inspection law, strict application of the school bus inspection statute and the related regulation precluded the issuance of a school bus inspection certificate if the school bus was not in complete compliance with the requirements. This resulted in buses being rejected for such relatively minor defects as one clearance lamp having a burned out bulb.

The proposed regulation assigns a point value to each item of equipment reflecting the relative importance of that item of equipment with respect to traffic safety and it will be possible under that point system for a school bus to receive an inspection score which will permit it to be operated with relatively minor defects which will not normally affect the safe operation of the bus. In such instance, a temporary inspection certificate will be issued permitting the bus to be operated for up to 14 days or until the bus is reinspected during which time the equipment must be repaired. Upon rechecking the bus and determining that the defects have been corrected, a regular inspection certificate will be issued and affixed to the bus.

The proposed regulation further provides in effect that a school bus may not be used to transport school children if the inspection reveals that the bus has a serious defect or a multiplicity of minor defects. This condition must be corrected,

the bus reinspected, and an inspection certificate affixed to the bus before the bus can be used to transport pupils. In addition, the proposed regulation would require display of the school bus inspection certificate in the lower left corner of the windshield instead of the upper left corner as previously required. This is desirable to cause the inspection certificate to be more visible to persons outside of the bus.

STATE OF MINNESOTA
DEPARTMENT OF PUBLIC SAFETY

Edward G Novak
Commissioner of Public Safety

1-20-75
Date

STATE OF MINNESOTA

COUNTY OF RAMSEY

BEFORE EDWARD G. NOVAK

COMMISSIONER OF PUBLIC SAFETY

In the matter of the proposed adoption of rules of the State Department of Public Safety governing revisions to existing school bus inspection regulations, establishing a point system for evaluating the effect on safety operation of any variances from law detected during inspection.

NOTICE OF HEARING

Notice is hereby given that a public hearing will be held pursuant to M.S. 1971, Section 15.0412, subdivision 4, in the above-entitled matter in Conference Room A of the Veterans Service Building, 20 West 12th Street and Columbus Avenue, St. Paul, Minnesota, on January 24, 1975, commencing at 8:30 A.M., and continuing until all representatives of associations or other interested groups or persons have had an opportunity to be heard concerning adoption of the proposed rules captioned above by submitting either oral or written data, statements or arguments. Statements or briefs may be submitted without appearing at the hearing.

A copy of the proposed rules is attached hereto.

Additional copies of the proposed rules are available and may be obtained by writing to Jerry Clysdale, 161 Highway Building, St. Paul, Minnesota 55155.

STATE OF MINNESOTA
DEPARTMENT OF PUBLIC SAFETY

Edward G Novak

COMMISSIONER OF PUBLIC SAFETY

12-9-74

DATE

Exhibit D

STATE OF MINNESOTA

COUNTY OF RAMSEY

In the matter of the proposed adoption of rules of the State Department of Public Safety governing revisions to existing school bus inspection regulations, establishing a point system for evaluating the effect on safety operation of any variances from law detected during inspection.

CERTIFICATE

I hereby certify that the enclosed 393 general labels and Public Safety list constitute the complete list of persons, associations, and other interested groups who as of 9:15 o'clock A M., this 18th day of December 1974, have requested pursuant to M.S. 1971, Section 15.0412, Subdivision 4 that their names be placed on file with the Secretary of State for the purpose of receiving notice of public hearing on proposed rules on the subject captioned above.

Secretary of State

Arlen I. Erdahl

Arlen I. Erdahl

By Cecil Dixon

Commissioner Howard Casmey
Minnesota Department of Education
7th floor Capitol Square Building

James C. Crawford
Chief, State Patrol
Highway Building

Ed Larson, President
Minnesota School Bus Operators Assoc.
Box 183
Sauk Rapids, MN 56379

Bruce Swanson
Minnesota Pupil Transport Assoc.
1001 Highway 7
Hopkins, MN 55343

Leroy Brown, Director
Minnesota Catholic Conference
145 University Avenue
St. Paul, MN 55103

Robert Larson
Robbinsdale Public Schools
4148 Winnetka Ave. No.
Robbinsdale, MN 55427

Jim DeVeau
Deveau Bus Company
14900 Margaret Place
Minnetonka, MN 55343

Mike Devich
Independent School District 31
Bemidji Public Schools
Bemidji, MN 56001

Gene Merriam
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Coon Rapids, MN 55433

Peter Stumpf
1283 Danforth
St. Paul, MN 55117

Lyle Abeln
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Bloomington, MN 55431

Leo Adams
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New Hope, MN 55427

Raymond J. Albrecht
Brownton
MN 55312

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Pine City, MN 55063

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Minneapolis, MN 55407

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Center City, MN 55012

John Corbid
Oaklee, MN 56742

John Arlandson
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Minneapolis, MN 55410

Joseph R. Begich
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Eveleth, MN 55734

Gary Doty
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Duluth, MN 55801

Orv Birnstihl
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Faribault, MN 55021

Peggy Byrne
524 Van Bruen
St. Paul, MN 55103

Wayne Schumacher
Rural Route
Glenwood, MN 56334

A.O.H. Setzepfandt
Bird Island
MN 55310

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St. Paul, MN 55116

Wayne Simoneau
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Minneapolis, MN 55432

Wesley J. Skoglund
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Minneapolis, MN 55417

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Madison, MN 56256

Donald Friedrich
Route 3
Rochester, MN 55901

Henry Kalis
Walters
Mn 56092

Michael George
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Mahtomedi, MN 55115

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Richfield, MN 55423

Doug Ewald
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Minnetonka, MN 55343

Ron Evans
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Mankato, MN 56001

Ted Suss
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Prior Lake, MN 55372

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MN 56531

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Farmington, MN 55024

Al Wieser
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LaCrescent, MN 55947

Bruce Williamson
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Bloomington, MN 55431

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Rochester, MN 55901

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Rochester, MN 55901

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Farmington, MN 55024

Carl Kroening
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Minneapolis, MN 55412

Keith Langseth
Glyndon
MN 56547

Bill Luther
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Brooklyn Center, MN 55430

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New Brighton, MN 55112

Tom Osthoff
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St. Paul, MN 55117

Maurice "Mac" McCollar
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White Bear Lake, MN 55110

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Anoka, MN 55303

Darrell Peterson
RR 3
Fairmont, MN 56031

Paul Petrafeso
3200 Virginia
St. Louis Park, MN 55426

Claudia Meier
Route 2
Rice, MN 56367

Marion (Mike) Menning
Box 464
Edgerton, MN 56128

Jim Metzen
401 Orchard Lane
So. St. Paul, MN 55075

B.J. (Bud) Philbrook
2755 Rice Street
St. Paul, MN 55113

Howard Neisen
5150 Irondale Road
Moundsview, MN 55112

Leo Reding
709 12th Ave. NW
Austin, MN 55912

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St. Paul Motorcycle Escort Club, Inc., PO Box 3264, St.Paul 55101

Shields, J.B., Driver Ed.Range, 1000 N. Snelling Ave., St.Paul 55108

Thorson,Mork & Henefield,Attorneys at Law,1st Nat.Bank.Bldg., Blooming Prairie 55917

Belanger, Philip H., Castle Enterprises, R2,Box 193,Log Cabin Rd.,Three Oaks, Michigan 49128

Halvorson Equipment, Inc., 325 Lake Ave. S., Duluth 55802 c/o John Clay

Phillips, Dean, R. R. 3, Box 224, Grand Rapids 55744
P.T.Brake Lining Co., Inc.,Attn.Norman Comins, 17 Shepard St., Lawrence, Mass. 01842

STATE OF MINNESOTA
OFFICE of SECRETARY of STATE

NOTICE of HEARINGS MAILING LABEL SYSTEM

NAME	ADDRESS STREET	CITY	STATE	ZIP CODE
DOW CHEMICAL	47 BLDG	MIDLAND	MICH	48640
ARNOLD ROBERT MESPA	41 SHERBURNE	ST PAUL	MN	55103
GREEN JANET	9773 N SHORE DR	DULUTH	MN	55804
HYLAND DEAN	1501 W 50TH ST	MPLS	MN	55419
SWANSON DALE	PO BOX 339	FOREST LAKE	MN	55025
HART PATRICK V	112 E LIBERTY BOX 3271	MANKATO	MN	56001
FORSBERG AGR SERV	518 SUMMIT AVE	NEW ULM	MN	56073

ELDRED R W ARMOUR & CO
UNION STOCK YARDS
SO ST PAUL MN
55075

ELMER EDWIN W
2901 PLEASANT AVE
MPLS MN
55408

ENV SERV-GEN RESOURCE CORP
6340 INDUSTRIAL DR
HOPKINS MN
55343

ERDMAN ROGER TENNANT CO
701 N LILAC DR
MPLS MN
55441

EVANS CHAS.L. PRENTICE-HALL
ENGELWOOD CLIFFS
NEW JERSEY

EVERETT JERRY NW PETRO ASSN
512 NICOLLET MALL RM917
MPLS MN
55402

FAEGRE & BENSON ATTN LIBR
1260 NW BANK BLDG
MPLS MN
55402

FINLEY JAMES F
920 MINN BLDG
ST PAUL MN
55101

FINNEGAN J.R.
55 E. 4TH
ST.PAUL MN
55101

FORBES GORDON MINN RRS ASSN
203 HANOVER 480 CEDAR
ST PAUL MN
55101

FOX W.E. LINDQUIST & VENNUM
4200 IDSCTR 80 S.8TH ST
MINNEAPOLIS MN
55402

FREDRIKSON BYRON ET AL
47TH FLR IDS CENTER M
PLS MN
55402

FROST THOS R
RM 391 STATE OFF BLDG
ST PAUL MN
55155

GALVIN M J JR
W2162 1ST NATL BK BLDG
ST PAUL MN
55101

GEORGE K GRANSE CO
1477 SELBY AVE
ST PAUL MN
55104

GIEL DAVID
RM B-28 STATE CAPITOL
ST PAUL MN
55155

GODIN RALPH J
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MPLS MN
55406

GRAHAM THOS H
854 MIDLAND BK BLDG
MPLS MN
55401

GREEN GARY J
41 SHERBURNE AVE
ST PAUL MN
55102

GUSTAFSON DAN-LABOR TEMPLE
312 CENTRAL
MPLS MN
55414

H B FULLER CO
2400 KASOTA AVE
ST PAUL MN
55108

HANFT PHILIP M
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DULUTH MN
55802

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MPLS MN
55440

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45201

HINRICHSEN PATRICK
MANKATO FREE PRESS
MANKATO MN
56001

HOUSE APPROPRIATIONS COMM
RM 109 STATE CAPITOL
ST PAUL MN
55101

HUMAN RIGHTS DEPT
60 STATE OFF BLDG
ST PAUL MN
55101

IUOE LOC 49 CHAS SWENSON
2580 UNIV AVE
ST PAUL MN
55101

JACKMAN DONALD G
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MPLS MN
55406

JOHNSON M.D. FRUNDT & FRUNDT

BLUE EARTH MN
56013

KEENAN RICHARD J
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MPLS MN
55402

KNOWLES, LARRY D
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CRYSTAL MN
55427

KOPP MRS VERNON
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INVER GR HGHT MN
55075

HESS DONALD MIDWEST PLANN
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MPLS MN
55405

HEISENFELT WM
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BEMIDJI MN
56601

HOLDAHL SCOTT
380 N BLDG GRAIN EXCH
MPLS MN
55415

HOUSE ED STANDING SUB COM
RM 109 STATE CAPITOL
ST PAUL MN
55101

HUNT MRS CHAS L MECCA
26 E EXCH CENTRAL MANOR
ST PAUL MN
55101

INGEBRIGTSEN DR K H
23 SE 4TH ST
MPLS MN
55414

IVERSON DR JOS DEPT ED
ST OLAF COLLEGE
NORTHFIELD MN
55057

JENOS INC
525 LAKE AVE SO
DULUTH MN
55801

JOHNSON LANCE J
265 S LAFAYETTE RD
ST PAUL MN
55107

KIMBALL ROBERT
647 CAPITOL SQ BLDG
ST PAUL MN
55101

KNUTSON DR KEITH,BIOLOGY
ST CLOUD STATE
ST CLOUD MN
56301

KORTZ MRS LOUISE
1064 FOREST HILLS DR SW
ROCHESTER MN
55901

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55103

MINN DEPT HEALTH J C MCKA
717 DELAWARE S E
MPLS MN
55440

MINN ENV CONTROL CITIZEN ASN
CENTRAL MANOR 26 E EXCH
ST PAUL MN
55101

MINN ENV LAW INST INC
PO BOX 15076 COMM STA
MPLS MN
55415

MINN HEREFORD-LJ SCHAFER

BUFFALO LAKE MN
55314

MINN. HOTEL & MTR. ASSN
2001 UNIVERSITY AVE
ST PAUL MN

MINN LAND USE COMMITTEE
4344 IDS CENTER
MPLS MN
55402

MINN LP GAS ASSN
7515 WAYZATA BLVD 106
MPLS MN
55426

MINN PETROLEUM COUNCIL
1020 NORTHERN FED BLDG
ST PAUL MN
55102

MINN POULTRY & HATCHERY A
BOX 158
MADELIA MN
56062

MINN RESTAURANT ASSN
2001 UNIVERSITY AVE.
ST PAUL MN 55
104

MINN RETAIL FEDERATION
7600 PARKLAWN STE 457
MPLS MN
55435

MINN SOCIETY ARCHITECTS AIA
NW NATL BK BLDG
ST PAUL MN
55101

MINN SOC CERTIFIED PUB AC
1102 WESLEY TEMPLE BLDG
MPLS MN
55403

MINN STATE CAPITOL EMP UNION
PO BOX 3215
ST PAUL MN
55165

MINN STATE MED ASSN
375 JACKSON ST
ST PAUL MN
55101

MINN TBR PRODUCERS ASSN
200 CHRISTIE BLDG
DULUTH MN
55802

MINN.TURKEY GROWERS ASSN
2383 UNIV AVE
ST PAUL MN
55114

MINN WATER RESOURCES BD
RM 206 555 WABASHA ST
ST PAUL MN
55102

MINN-WISC BOUNDARY AREA C
600 2ND ST
HUDSON WI
54016

MOONEY, MICHAEL A.
BOX 903, ST.JOHN'S UNIV
COLLEGEVILLE MN
56321

MPIRG
BOX 45 ST MARYS COLLEGE
WINONA MN
55987

NASS GEO V HENN CO GEN HOSP
5TH AND PORTLAND AVE
MPLS MN
55415

NATL CAR RENTAL ATT D MIT
5501 GREEN VALLEY DR
MPLS MN
55437

RICHARDSON THOS
7851 METRO PKRY S 103
MPLS MN
55420

RICHARDS MONTGOMERY ET AL
1430 RAND TOWER
MPLS MN
55402

ROBERTS DAVID E
1260 NW NATL BK BLDG
ST PAUL MN
55101

ROSS ALFRED
6356 WARE RD
LINO LAKES MN
55014

SAN SIMEON DEVELOP CORP
OLD 1ST STATE BK BLDG
PAYNESVILLE MN

SANFORD SID
7000 PORTLAND AVE
RICHFIELD MN
55423

ST PAUL ASSN PLBG HTG MECH
614 AM NATL BK
ST PAUL MN

ST PAUL BUR HLTH DR P COX
555 CEDAR ST
ST PAUL MN
55101

SCHAPS NICHOLAS
100 DAIN TOWER
MPLS MN
55402

SCHLICHT REV ROBT
611 W MAIN ST
BELLE PLAINE MN
56011

SCHMIDT LARRY WCCO-TV NEWS
50 S 9TH ST
MPLS MN
55402

SCHNEIDER MAHLON
GREEN GIANT
LESUEUR MN
56058

SCHWERMAN EARL JR
1535 8TH AVE SE
ROCHESTER MN
55901

SCHWINN ROBT.P.
1400 SOO LINE BLDG.
MPLS. MN
55402

SEARS ROEBUCK & CO
2929 ELLIOT AVE D 703MW
MPLS MN
55401

SENATE COUN OFF J ST MARIE
STATE CAPITOL
ST PAUL MN
55101

SHABATURA EUGENE H
2833 LAKE AVE SO
DULUTH MN
55811

SHARP BOB
4125 HIGHWOOD RD
ST LOUIS PK MN
55416

SITE ENGINEERS INC
900 REDWELL LANE
APPLE VALLEY MN
55124

SKELLY OIL CO R R WELLINGTON
PO BOX 436
KANSAS CITY MO

SNYDER ROBERT W
248 CO B U OF M
ST PAUL MN
55101

SODERMAN ANTHONY
152 S PLAZA BLDG
MPLS MN
55416

STATE BD VETERINARY EXAMINER
C/O DR A C SPANNAUS DVM
WACONIA MN

STD AM LIFE & ANNUITY CO
3301 W 50TH ST
MPLS MN
55410

STUPKA & MOREM
MIDTOWN BLDG
AUSTIN MN
55912

SULLIVAN J KIRK
PO BOX 200
BOISE ID
83701

SWANSON BURT E
W-2162 1ST NATL BK BLDG
ST PAUL MN
55101

SWANSON GERALD H
212 CITY HALL
ROCHESTER MN
55901

TATE VERN 3M CO
3M CENTER 220/6W
ST PAUL MN
55101

THOMPSON CONRAD
1107 23RD ST NW
ROCHESTER MN
55901

TOUCHE ROSS & CO K H STOCKE
780 NORTHSTAR CNTR
MPLS MN
55402

TWIN CITY RETAIL DRUGGIST
2388 UNIV AVE
ST PAUL MN
55104

VAN CLEVE JOHN H
2101 HENN AVE
MPLS MN
55405

VERRILL JOHN E
DEPT SECONDARY ED UOF M
DULUTH MN
55812

VILLAGE OF WOODBURY-F.STR
561 TOWER DRIVE
NEWPORT MN
55055

VOS LEROY
2137 BURNS AVE
ST PAUL MN
55119

WELK G V NORTHERN STATES
414 NICOLLET MALL
MPLS MN
55401

WEST MIDWAY-SO.ST ANTH.PK
898 RAYMOND AVE.
ST PAUL MN
55114

WILSON R GARY PDQ INDUSTRIES
1GATEWAY CENTER
PITTSBURGH PA
15222

WIS FEEDER PIG MARKET CO-

FRANCIS CREEK WI

WYANT CLINTON W ATTY

ATKIN MN
56431

ALLEN CLAUDE H
1200 N W BK BLDG
ST PAUL MN
55101

ALTMAN MILTON H
707 DEGREE OF HONOR BLD
ST PAUL MN
55101

ANCHOR BLOCK COMPANY
PO BOX 3360
ST PAUL MN
55165

ANDERSON GRAHAM
951 E HENN
MPLS MN
55414

ANDERSON JAMES
7703 NORMANDALE RD
MPLS MN
55435

ANDERSON STANFORD P
14600 MINNETONKA BLVD
MINNETONKA MN
55343

ARROWHEAD REGIONAL DEV COMM
900 ALWORTH BLDG
DULUTH MN
55802

ARVER JOHN A
2467 COHANCY
ST PAUL MN
55113

ASSN OF MINN COUNTIES
55 SHERBURNE AVE #203
ST PAUL MN
55103

ASSN RESIDENCES FOR RETAR
459 RICE SUITE 301
ST PAUL MN
55103

BABCOCK LOCHER NELSON ET AL
118 E MAIN ST
ANOKA MN
55303

BADALICH JOHN P
2025 THOMPSON AVE
SO ST PAUL MN
55075

BARTHOLOW HAROLD E FIRE CHF
2600 109 AVE N W
COON RAPIDS MN
55433

BECKLIN ROBERT C
447 N W 4TH
CAMBRIDGE MN
55008

BENSONI PETER USW OF AM.
609 PROVIDENCE BLDG.
DULUTH MN

BERGERUD ALF
300 ROANOKE BLDG
MPLS MN
55402

BLOMQUIST BARRY L

NORTH BRANCH MN
55056

BREHL JAMES W
332 HAMM BLDG
ST PAUL MN
55102

BROEKER JOHN
2850METRO DR. SUITE 504
BLOOMINGTON MN
55420

BROOKS WILLIAM F JR
854 MIDLAND BK BLDG
MPLS MN
55401

BRUNING C.R.DEPT.CLINIC.EXP.
BURTON HALL
MPLS. MN
55455

BURGER ALBERT
600 DEGREE OF HONOR BLD
ST PAUL MN
55101

BUR.ENGT.IND.DIV. MR.KIBIGER
219 N. 2ND ST.
MPLS. MN

BUR NATL AFFAIRS INC
1231 25TH ST NW
WASHINGTON DC
20037

CAIN RUTH
730 E 38TH ST
MPLS MN
55407

CAIRNS JOHN A
1460 NW BK BLDG
MPLS MN
55402

[redacted]
DOW CHEMICAL 47 BLDG
MIDLAND MICH.
48640

CARRISON DALE K
MANKATO STATE COLLEGE
MANKATO MN
56001

CHAMBER OF COMMERCE
30 SO 1ST AVE EAST
ELY MN
55731

CHAMBERLAIN JOHN L
PO BOX 241
MPLS MN
55440

CHRISTIAN SCI COMM ON PUB
1821 UNIV AVE SUITE 271
ST PAUL MN
55104

CITY CLERK
386 CITY HALL
ST PAUL MN
55102

CLAUSEN PHILLIP
2255 PRESCILLA ST
ST PAUL MN
55108

COLEMAN NICHOLAS D
700 LINWOOD AVE
ST PAUL MN
55105

CONCORDIA COLLEGE
DEAN
MOORHEAD MN
56560

CONSUMER SERVICES DEPT COMM
230 STATE OFF BLDG
ST PAUL MN
55101

CROW WING CO PLANNING & ADV
COURT HOUSE
BRAINERD MN
56401

CUSHMAN J S DAYTON HUDSON
700 NICOLLET MALL
MPLS MN
55402

DANFORTH & ALLEN
731 NW BANK BLDG
MPLS MN
55402

DANKERS,KENNETH
1200 WEST FOURTH STREET
RED WING MN
55066

DICKINSON MRS JOANNE
BOX 1065
MARSHALL MN
56258

DIEHL JOHN
26 KENWOOD PKWY
ST PAUL MN
55105

DOUGLASS BELL
525 OSBORN BLDG
ST PAUL MN
55102

DOYTON MAURICE, MET SEWER BD
350 METRO SQ BLDG
ST PAUL MN
55101

EBELING EDWARD H.
161 W. MAIN
PERHAM MN
56573

BUSCH NOEL
3131 FERNBROOK LANE N
MPLS MN
55441

CARLSON CARL L
7516 80TH ST S
COTTAGE GROVE MN
55016

CARLSON VERNE E
BOX 755 CITY HALL
WILLMAR MN
56201

CENTRAL BUSINESS DATA
BENSON RADIO ARCADE BLD
BENSON MN
56215

CENTRAL MN REGIONAL DEV C
1139 FRANKLIN AVE
SAUK RAPIDS MN
56379

CHAMBERLAIN WARREN D
887 SW 4TH AVE
FARIBAULT MN
55021

CHERCHES CHRIS CITY MGR
5005 MTKA BLVD
ST LOUIS PARK MN
55416

CITIZENS LEAGUE
530 SYNDICATE BLDG
MPLS MN
55402

CLARKSON J.B.
2350 I.D.S. CENTER
MINNEAPOLIS MN
55402

COLLIN LAURENCE
RT 2
ISANTI MN
55040

COMMUNITY DESIGN CENTER
118 E 26TH ST
MPLS MN
55404

COUNTY ATTYS COUNCIL
95 SHERBURNE AVE S203
ST PAUL MN
55103

COX AND KING
600 BUILDERS EXCH
MPLS MN
55402

DAILEY THOS M
385 WABASHA
ST PAUL MN
55102

DANIELSON RODNEY L
418 AUDITORIUM
ST PAUL MN
55102

DAYTON CHAS SIERRA CLUB
~~400 [illegible]~~ 800 Midland BK Bldg
MPLS MN
~~55402~~ 55401

DISPATCH PIONEER PRESS
PRESS RM STATE CAPITOL
ST PAUL MN
55101

DORSEY MARQUART
2400 1ST NATL BANK BLDG
MPLS MN
55402

DUDLEY E H
RT 7 BOX 122
EXCELSIOR MN
55331

DUNN OLIVER PLUMBERS LOC
708 SO 10TH ST
MPLS MN
55404

EDINA FIRE D JAMES MCNELLIS
4801 W 50TH ST
EDINA MN
55424

ELDER DR JAMES B
11140 WASHBURN AVE SO
BLOOMINGTON MN
55431

EMERICK RICHARD A
1908 IDS CENTER
MPLS MN
55402

EMP HANDICAPPED PERSONS C
527 JACKSON RM 227
ST PAUL MN
55101

ERNEST K LEHMANN & ASSOC.
1409 WILLOW ST.
MPLS MN
55403

ESSE KENNETH
4801 W 50TH ST
EDINA MN
55424

EWALD DOUGLAS MINN HOSP ASSN
2333 UNIV AVE SE
MPLS MN
55414

EWING MRS WM
42 ASTAR RD
BABBITT MN
55706

FARMERS ELEVATOR ASSN
852 GRAIN EXCH BLDG
MPLS MN
55415

FELHABER R S
W 1ST NATL BANK BLDG
ST PAUL MN
55101

FLEMING FREDERICK A
1860 HIGHLAND PARKWAY
ST PAUL MN
55116

FITZGERALD DR BOB
3007 LYNDALE AVE SO
MPLS MN
55408

FRANKLIN ROBERT B MPLS TRIB
426 PORTLAND
MPLS MN
55415

FREDIN CONRAD M
811 FIRST NATL BK. BLDG
DULUTH MN
55802

FURLONG DR JOHN
RT 1
BOVEY MN
55709

F W WOOLWORTH CO
3316 W 66TH ST
EDINA MN
55424

GEBERT K L
220 GRAIN EXCH
MPLS MN
55415

GEO A HORMEL & CO LAW DE
PO BOX 800
AUSTIN MN
55912

GLEESON MICHAEL
909 SOC SC BLDG U OF M
MPLS MN
55455

GLEN. HILLS HOSP.R.VAN HA
3901 GOLDEN VALLEY RD.
MPLS. MN
55422

GRANATH MARVIN -HONEYWELL
2701 4TH AVE SO
MPLS MN
55408

GREEN DEL CITY MGR
BLOOMINGTON CITY HALL
BLOOMINGTON MN
55431

GUSTAFSON WALLACE
BOX 567
WILLMAR MN
56201

HANSON ETHEL
2813 95TH AVE N
MPLS MN
55444

HARVEY MICHAEL
1300 W M HAHA PKWY
MPLS MN
55409

HALLBERG LEE & MCCABE
4[illegible] 34TH AVE S
MPLS MN
55417

HARTFELDT WILL
415 HAMM BLDG 6TH ST
ST PAUL MN
55102

HICHINGER-MARK PLANNING
421 WABASHA ST
ST PAUL MN
55102

HOPKINS WM.B. DIR.MISCCA
3915 GOLDEN VALLEY ROAD
GOLDEN VALLEY MN
55422

HULSTRAND ANDERSON & LARSON
PO BOX 130
WILLMAR MN
56201

HUNT JAMES P JR
11470 GALTIER DR
BURNSVILLE MN
55378

INGVALSON VERN MN.FARM BUR.
3110 WOODDALE DR PO 337
OST PAUL MN
55165

IZAAK WALTON LEAGUE MN DIV
106 TIMES BLDG 57 S 4TH
MPLS MN
55401

JENSEN CARL A
127 E MAIN ST
SLEEPY EYE MN
56085

KING,TIMOTHY
3333 OAKLAND AVE S
MPLS MN
55407

KNUTSON R N GRANNIS ETAL
E J SCHULT BLDG
ST ST PAUL MN
5[illegible]

HAYES,THOMAS W
700 SELLWOOD BLG
DULUTH MN
55812

HEAD & TRUHN
1007 SOO LINE BLDG
MPLS MN
55402

HILL JIM ASSOC.MILK PROD.
7850 METRO PARKWAY
MINNEAPOLIS MN
55420

HOULE MELVIN
881 W HWY 96
SHOREVIEW MN
55112

HULTMAN WARREN R
C/O BARBAROSSA R3
OSSEO MN
55369

HUTCHISON R.M. ANOKA CO.COMP
COURT HOUSE
ANOKA MN
55303

INS FED OF MINN
902 SOO LINE BLDG
MPLS MN
55402

JOHNSON & SANDERSON
ST MARYS HOSPITAL
ROCHESTER MN
55901

KABLE RICHARD W

BETHEL MN
55006

KLUZ STEVEN J
1910 1ST NATL BK BLDG
MPLS MN
55402

KOLLER MR & MRS ERWIN A
1568 DULUTH ST
ST PAUL MN
55[illegible]

KRAMER ERNEST W
717 DELAWARE ST SE
MPLS MN
55440

LANGVIN DAVID
7500 80TH ST S
COTTAGE GROVE MN
55016

LANSING & OAKES
400 SIBLEY ST
ST PAUL MN
55101

LARSON HANS P DIV HOSP SERV
717 DELAWARE ST SE
MPLS MN
55440

LINDALL & JONATHAN DEVELOP.
VILLAGE ONE CENTER
CHASKA MN
55318

LOCKNER GARY
R R 1 BOX 23
BAUDETTE MN
56623

LYNCH DONALD SIBLEY CO
184 E 6TH ST
ST PAUL MN
55102

MCKIBBON MRS SHIRLEY
11 EVERGREEN LN
BABBITT MN
55706

MCLELLAN LARKIN
215 ADM BLDG ST CAPITOL
ST PAUL MN
55101

MANKATO STAT STUDENT SENATE
CENTENNIAL STUDENT UN
MANKATO MN
56001

MANKATO STATE STUDENT ASSN
BOX 58 MANKATO COLLEGE
MANKATO MN
56001

MAUL WARREN E
320 S 4TH ST
MPLS MN
55415

MAYO FOUNDATION G ORWOLL
200 FIRST AVE NW
ROCHESTER MN
55901

MERRITT GRANT POLLUTION CONT
1935 W CO RD 32
ROSEVILLE MN
55113

MET TER MEN ASSN A ROSENTHAL
1821 UNIV AVE
ST PAUL MN
55104

MILLER TOM
2311 PILLSBURY AVE S
MPLS MN
55404

MPLS CHAMBER COMM TRANSP DPT
15 S 5TH ST
MPLS MN
55402

MPLS TRIBUNE CITY DESK
425 PORTLAND AVE
MPLS MN
55415

MINN APT ASSN
GRIGGS-MIDWAY BLDG
ST PAUL MN
55104

MINN ASPHALT PAVEMENT ASSN
555 WABASHA RM 209
ST PAUL MN
55102

MINN ASSN COOPERATIVES
55 SHERBURNE AVE
ST PAUL MN
55103

LAKE SUPERIOR INDUSTRIAL BUR
828 FIRST AM. BK. BLDG.
DULUTH MN
55802

LANAHAN F F - SIBLEY CO
184 E 6TH ST
ST PAUL MN
55101

LAPP LAZAR LAURIE ET AL
1200 BUILDERS EXCHANGE
MINNEAPOLIS MN
55402

LARSON C L
3800 MINNEHAHA AVE SO
MPLS MN
55406

LEAGUE MN MUNIC
300 HANOVER 480 CEDAR
ST PAUL MN
55101

LEAGUE WOMEN VOTERS OF MI
555 WABASHA
ST PAUL MN
55102

LOOS CALVIN J
6809 LYNDALE AVE SO
MPLS MN
55423

LOWE DOUG
2701 N LEXINGTON AVE
ROSEVILLE MN
55113

MCDONALD PHILIP M
2077 SELBY AVE
ST PAUL MN
55104

MCFADDEN G H DISPATCH-PR
55 E 4TH ST
ST PAUL MN
55101

MALONE F I COMM LABOR & I
444 LAFAYETTE RD 5TH FL
ST PAUL MN
55101

MANTHEY T J PICKANDS MATHER
1100 SUPERIOR AVE
CLEVELAND OH
44114

MASTOR & MATTSON LTD
315 PEAVEY BLDG
MPLS MN
55402

MECCA R.F. NELSON
26 E EXCHANGE ST
ST PAUL MN
55101

MEIEROTTO, JOAN
1794 SO LEXINGTON
ST PAUL MN
55118

METROPOLITAN COUNCIL LIBRARY
300 METRO SQUARE
ST PAUL MN
55155

MILLER RICHARD A
1020 PLYMOUTH BLDG
MPLS MN
55402

MPLS CITY ATTORNEY
325M CITY HALL
MPLS MN
55415

MPLS STAR PRESS ROOM
STATE CAPITOL
ST PAUL MN
55101

MN. ASN.C&IND H.D.PETERSON
480 CEDAR ST.
ST.PAUL MN
55101

MINN AFL-CIO, L O LA SHO
414 AUDITORIUM ST
ST PAUL MN
55102

MINN ASSN ELEC COOPERATIVES
4901 W 77TH ST
MPLS MN
55435

MINN. ASSN. PET RETAILERS
1115 2ND AVE. SO.
MINNEAPOLIS MN
55403

MINN AUTOMOBILE DEALERS ASSN
GRIGGS MIDWAY BLDG
ST PAUL MN
55104

MINN COMMUNITY DEVELOP SERV
512 ROSSMOR BLDG
ST PAUL MN
55101

MINN DENTAL HYGIENISTS
5041 YVONNE TERRACE
MPLS MN
55436

MINN ELECTRICAL ASSN INC
525 SO 7TH
MPLS MN
55415

MINN FARMERS UNION PRES OFF
1275 UNIV AVE
ST PAUL MN
55104

MINN FOOD RETAILERS ASSN
555 WABASHA
ST PAUL MN
55101

MINN HWYS MANAGEMENT SERVICE
410 HWY BLDG
ST PAUL MN
55101

MINN HOUSING INST N T CARTER
7801 METRO PKWY
MPLS MN
55420

MINNE MINE CREDIT UNION
3000 HUDSON PK S 100
ST PAUL MN
55119

MINN.MTR.TRANSP. .J.N.DENN
1821 UNIV.
ST.PAUL MN
55104

MINN PUB INT RES DAYTON
2418 UNIV AVE SE
MPLS MN
55414

MN REP STATE CENTRAL COMM
555 WABASHA AVE
ST PAUL MN
55102

MINN RETAIL HARDWARE ASSN
3033 EXCELSIOR BLVD 313
MPLS MN
55416

MINN SCH BUS OPERATORS ASSN

FARIBAULT MN
55021

MINN STATE BAR ASSN
100 MINN FED BLDG
MPLS MN
55402

MINN ST BD PHAR P G GRUSSING
1965 FORD PKWY
ST PAUL MN
55116

MINN STATE RETIREMENT SYSTEM
529 JACKSON ST
ST PAUL MN
55101

MINN TEAMSTERS CREDIT UNION
2021 PENN AVE E
MPLS MN
55413

MINN VETERANS MED ASSN
246 S 6TH ST
MPLS MN
55402

MINN ASSN WATERSHED DIST'S

ADA MN
56510

MOFFITT R.C. DIR.ENV.CONTROL
MPLS.CITY HALL RM 301M
MPLS MN
55415

MOOD R BLOOMINGTON HLTH DEPT
10200 PENN SO
BLOOMINGTON MN
55431

MUELLER SHIRLEY A
787 W COTTAGE AVE
ST PAUL MN
55117

NATL COUNCIL JEWISH WOMEN
4330 CEDAR LK RD
MPLS MN
55416

NELSON DONALD F NSP CO
414 NICOLLET AVE
MPLS MN
55401

NIELSEN STOCK & BLACKBURN
415 730 BLDG
MPLS MN

NURSING HOME ADMRS BD EXAMRS
277 W UNIV AVE
ST PAUL MN
55103

O'BRIEN J.DENNIS
1100 1ST NATL.BANK BLDG
MINNEAPOLIS MN
55402

OSTRUM DONALD E
10213 PIERCE ST NE
BLAINE MN
55434

PAYNE COL ALVIN

DEGRAFF MN
56233

PHAR MFGRS ASSN WM D PATTON
1155 15TH ST NW
WASHINGTON DC DC
20005

PORT AUTH CITY OF ST PAUL
330 MINNESOTA BLDG
ST PAUL MN
55101

PULSCHER RBT SPRINGSTED INC
813 OSBORN BLDG
ST PAUL MN
55102

RADMAN RICHARD-LABOR TEMPLE
418 AUDITORIUM
ST PAUL MN
55102

NATL FAMILY INS CO
2147 UNIV AVE
ST PAUL MN
55114

NEDELL HAROLD - MEINEKE
6300 W LOOP S SUITE 200
BELLAIRE TX
77401

NO SUB MONTESSORI-S SADDLER
2487 HELEN COURT
NO ST PAUL MN
55109

NUTTER JULIA
743 W MONTANA
ST PAUL MN
55117

OCONNOR GREEN THOMAS ET AL
845 NW BANK BLDG
MPLS MN
55402

OTTER TAIL POWER CO.
215 S. CASCADE ST.
FERGUS FALLS MN
56537

PAYNE WM B
2400 FIRST NATL BK BLDG
MPLS MN
55402

PHILLIPS LEGISLATIVE SERVICE
459 RICE ST
ST PAUL MN
55103

POSS DONALD G
6301 SHINGLE CREEK PKWY
BROOKLYN CTR MN
55430

RANALLO CLARENCE
800 CENTRAL AVE N E
MPLS MN
55413

REID DAVID H
5633 WASHBURN AVE S
MPLS MN
55410

NAT'L SOLID WASTES-R. GRASSO
1730 RHODE ISLAND AV.NW
WASHINGTON DC
20036

NCEC INC C/O DR DAHLBERG
CONCORDIA COLLEGE
MOORHEAD MN
56560

NESBITT JOHN
7851 METRO PKWY S 118
MPLS MN
55420

NEUMAN RALPH W
RT 2 BOX 125
EMBARRASS MN
55732

NORTH CENTRAL ELEC ASSN
PO BOX 202
BATTLE LAKE MN
56515

NW COUNTRY ELEVATOR ASSN
802 GRAIN EXCH BLDG
MPLS MN
55415

NW BELL TEL CO LEGAL DEPT
224 S 5TH ST RM 2000
MPLS MN
55402

NYQUIST DEAN A
3707 53RD PL N
BROOKLYN CTR MN
55429

OFFICE OF THE GOVERNOR
130 STATE CAPITOL
ST PAUL MN
55101

OLD COLONY GAS & OIL COMP
17TH AVE N AT 2ND ST
MPLS MN
55411

PATTISON ORVIS
BOX 645
WILLMAR MN
56201

PETERSON GARY
854 MIDLAND BK BLDG
MPLS MN
55401

PETERSEN JOHN W
525 OSBORN BLDG
ST PAUL MN
55102

POPOVICH PETER S
314 MINN BLDG
ST PAUL MN
55101

PORTER LYLE O

TRACY MN
56175

POYZER ROBT
BOX 675
FERGUS FALLS MN
56357

PRAUSE JOS.C.
2220 105TH AVE.N.W.
COON RAPIDS MN
55433

QUIRIN E W
336 STATE OFF BLDG
ST PAUL MN
55155

RAUENHORST CORP-C ANDERSON
7900 XERXES S. S-2200
MPLS MN
55431

RED OWL STORES INC
215 E EXCELSIOR AVE
HOPKINS MN
55343

RENNER R.H. ST PAUL AREA CC
300 OSBORN BLDG.
ST PAUL MN
55102

RAMSEY CO MEDICAL SOCIETY
1500 LOWRY MEDICAL BLDG
ST PAUL MN
55102

STROBEL LOUIS
RM 1180 176 E 5TH ST
ST PAUL MN
55101

STOLPESTAD BROWN & SMITH
1550 NW BK BLDG
ST PAUL MN
55101

SUMMIT NATL BANK D L MORRILL
205 AURORA AVE
ST PAUL MN
55103

SUSSEL CO.ATTN:TED SCHWENKER
1850 COMO AVE.
ST PAUL MN
55108

SWEITZER R L HONEYWELL INC
2701 4TH AVE S
MPLS MN
55408

THOMPSON HESSIAN ET AL
1500 MIDWEST PLAZA BLDG
MPLS MN
55402

TIMESAVERS INC ATT R S VOLD
5270 HANSON COURT
MPLS MN
55422

UNION STOCK YARDS
ATTN PRES
SO ST PAUL MN
55075

VAN DRAKE STEPHEN R
BOX 353
PELICAN RAPID MN
56572

VAN EVERA MUNDT ET AL
700 TORREY BLDG
DULUTH MN
55802

VOLDNESS PERRY
IDS 8TH & MARQUETTE
MPLS MN
55402

VOSS REV GORDON O
11120 NE 7TH ST
BLAINE MN
55434

WALIGORA ROBERT
3228 SO 17TH AVE
MPLS MN
55407

WALTERS THOS H
4510 W 77TH ST STE 235
MPLS MN
55435

WHITLOCK A G
ECON LAB OSBORN BLDG
ST PAUL MN
55102

WM.MITCHEL COLLEGE LAW LIB.
2100 SUMMIT AVE.
ST.PAUL MN
55105

WOLKERSTORFER THEODORE
676 17TH AVE NW
NEW BRIGHTON MN
55112

WOZNIAK D D
401 FIRST FED BLDG
ST PAUL MN
55101

ALBERT,AA CALDER CORP
366 JACKSON ST
ST PAUL MN
55101

AM CAMPING ASSN MRS LEACOCK
1235 BRIGHTON SQ
NEW BRIGHTON MN
55112

AM INST PROF GEOLOGISTS
2201 PRINCETON AVE
ST PAUL MN
55105

ANDERSON HERBERT
418 8TH ST. SO.
VIRGINIA MN
55792

ANDERSON HAROLD
BOX 3047
MANKATO MN
56001

ANTHONY R.S. E.L.M.
1222 FOURTH ST. S.E.
MINNEAPOLIS MN
55414

ARMOUR AND COMPANY
UNION STOCK YARDS
SO ST PAUL MN
55075

ASMUSSEN,DENNIS,MPIRG
3036 UNIV AVE SE
MPLS MN
55414

ASSOCIATED INDUST OF MPLS
NATIONAL BLDG
MPLS MN
55402

AUTOMOBILE MFRS ASSN INC
55 SHERBURNE AVE
ST PAUL MN
55103

BARRETT FRED
ST LOUIS CO COURT HOUSE
DULUTH MN

BARKER KENT
8100 34TH AVE SO
MPLS MN
55420

BEECHER EVERETT
10 10 1ST ST SO
HOPKINS MN

BEMIDJI STATE COLLEGE
PLACEMENT BUR.J.C.BRADY
BEMIDJI MN
56601

BEST FLANAGAN ET AL
1ST NATL BANK BLDG
MPLS MN
55402

BEUTEL ROBERT
BOX 1205
ST CLOUD MN
56301

BRIGGS & MORGAN - B F FRIEL
2200 W 1ST NATL BK BLDG
ST PAUL MN
55101

BRIGHAM E M III
RR4
RED WING MN
55066

BROWN D M GOODRIDGE PUB SCH
IND DIST #561
GOODRIDGE MN
56725

BRUBACHER RICHARD COMM ADM
208 ADM BLDG
ST PAUL MN
55101

ROE DAVID
175 AURORA
ST PAUL MN
55103

ROBBIE JOSEPH
904 CARGILL BLDG NO CTR
MPLS MN
55402

RUDY FLOYD
118 AVE C
CLOQUET MN
55720

SATHRE, HARVEY
375 MARION STREET
ST PAUL MN
55103

SAX DOVE & STENSON
310 ENDICOTT BLDG
ST PAUL MN
55101

ST PAUL FOOD RETAILERS ASSN
1220 ARCADE
ST PAUL MN
55106

SCARBOROUGH WILLIAM
DIV.ED. U.M.
MORRIS MN
56267

SCHMIDT D R MN ASSN REALTORS
6101 WAYZATA BLVD
MPLS MN
55416

SCHMIDT H W TCHRS RETIREM
302 CAPITOL SQ BLDG
ST PAUL MN
55101

SCHUTZ LINDA
RM 328 CAPITOL BLDG
ST PAUL MN
55155

SCHWARTAU NEAL METH HOSP
201 W CENTER ST
ROCHESTER MN
55901

SCHNEIDER & NEESER
706 1ST ST SO PO BX 876
WILLMAR MN
56201

SCHROEDER ALFRED H
2172 CARROLL AVE
ST PAUL MN
55104

SENATE FINANCE COMMITTEE
113 STATE CAPITOL
ST PAUL MN
55101

SENATE GOV OP COMM
RM 303 STATE CAPITOL
ST PAUL MN
55155

SHAW ROBERT M
616 MOBIL OIL BLDG
MPLS MN
55402

SHELL OIL CO. W.A. ROQUET
ONE SHELL PLAZA BX 2463
HOUSTON TX
77001

SLOCUM CHARLES A
1203 IDS TOWER
MPLS MN
55402

SMERIKA WM.
BOISE CASCADE PAPERS
INTL FALLS MN
56649

STANSFIELD ARLENE LAND OLKS
PO BOX 116
MPLS MN
55440

STATE BD.BARBER EXAMINERS
555 WABASHA
ST PAUL MN
55102

STEELWORKERS CREDIT UNION
BOX 250
BABBITT MN
55706

STENSLAND M.E. PRES. MVMA
203 NW 22ND ST.
AUSTIN MN
55912

Exhibit E

STATE OF MINNESOTA

COUNTY OF RAMSEY

In the matter of the proposed adoption of rules of the State Department of Public Safety governing revisions to existing school bus inspection regulations, establishing a point system for evaluating the effect on safety operation of any variance from law detected during inspection.

AFFIDAVIT OF MAILING

JEROME V CLYSDALE, being first duly sworn, deposed and says:

That on the 18TH day of DECEMBER, 1974, at the City of St. Paul, County of Ramsey, State of Minnesota, he served the attached Notice of Hearing by depositing in the United States mail at said City of St. Paul, a true and correct copy thereof, properly enveloped, with postage prepaid, to all persons and associations at the addresses listed on the attached Certificate of the Secretary of State as well as to all persons presently members of the Minnesota Legislature.

Jerome V Clysdale

Subscribed and sworn to before me

this 18th day of December, 1974.

D. N. Lee

D. N. LEE
Notary Public, Hennepin County Min.
MY COMMISSION EXPIRES
April 24 1981

STATE OF MINNESOTA

BEFORE Edward G. Novak

COUNTY OF RAMSEY

COMMISSIONER OF PUBLIC SAFETY

In the matter of the proposed adoption of rules of the State Department of Public Safety governing a point system for evaluation the effect of School Bus equipment defects.

FINDINGS OF FACT

The above entitled matter came on for hearing before the commissioner of Public Safety of the State of Minnesota on the 24th day of January, 1975, at 8:30 am in Conference Room A in the Veterans Service Building, St. Paul, Minnesota, after proper notice required by M.S.1971, Section 15.0412 was served upon all persons, associations and other interested groups registered with the Secretary of State for that purpose.

After affording interested persons an opportunity to present written and oral data, statements and arguments, having heard all of the testimony, having considered all of the evidence adduced and upon the records, files, and proceedings herein, I find the following:

1. The Commissioner of Public Safety is specifically authorized pursuant to MS 1971, Section 169.451, Subdivision 3, as amended by Laws 1973, Chapter 80, to provide by rule and regulation a point system for evaluating the effect of school bus equipment defects upon the safety of school bus operations.

2. The purpose and need for these regulations is that under the school bus inspection law, strict application of the inspection statute and the related regulation precluded the issuance of a school bus inspection certificate if the school bus was not in complete compliance with the requirements. This resulted in buses being rejected for such relatively minor defects as one clearance lamp having a burned out bulb. The proposed regulation assigns a point value to each item of equipment reflecting the relative importance of that item of equipment with respect to traffic safety. It will be possible under the point system for a school bus to receive an inspection score which will permit it to be operated with relatively minor defects which will not normally affect the safe operation of the bus.

3. At the public hearing on this matter comments were addressed to the following topics.

   a. There were a number of comments expressing approval of the point system concept.

b. Under Inspection Item 45, Heater-Defroster Fans, there was some discussion concerning the requirements for these fans. The requirement for these fans is specified in the Rules and Regulation of the State Department of Education and can only be changed by a hearing held by that Department.

c. No comments or discussions were received relating to the actual point value assigned to any specific item of equipment.

4. In subsequent correspondence addressed to this matter (within the post hearing 20 day period) comments were made regarding the following.

a. In exhibit 1, a group of letters forwarded by Representative Robert McEachern of District 18A express a number of general objections to the point system. The Department feels that all of these comments result from a lack of understanding of the intent and the operation of the point system. It is believed that when these operators receive their copy of the State Patrol School Bus Inspection Manual and have the point system explained in detail, all of their objections will be resolved.

5. All comments and subsequent correspondence were given careful consideration.

STATE OF MINNESOTA
DEPARTMENT OF PUBLIC SAFETY

Edward R Novak
COMMISSIONER OF PUBLIC SAFETY

2.21.75
DATE

STATE OF MINNESOTA

COUNTY OF RAMSEY

BEFORE Edward G. Novak

COMMISSIONER OF PUBLIC SAFETY

In the matter of the Proposed Adoption of Rules of the State Department of Public Safety Governing a point system for evaluation the effect of School Bus equipment defects.

ORDER ADOPTING RULES

The above-entitled matter came on for hearing before the Commissioner of Public Safety of the State of Minnesota on the 24th Day of January, 1975, at 8:30 am in Conference Room A, after proper notice required by M.S. 1971, Section 15.0412 was served upon all persons, associations and other interested groups registered with the Secretary of State for that purpose.

After affording interested persons an opportunity to present written and oral data, statements and arguments, having heard all of the testimony, having considered all of the evidence adduced and upon the records, files and proceedings herein, and applicable statutory standards or criteria, and having confirmed the need for the above captioned rules;

NOW, THEREFORE, IT IS ORDERED that these rules identified as Minnesota Department of Public Safety, Safety Administration Division, Chapter Two: Issuance and Display of School Bus Inspection Certificate SafAd 20-29 are adopted this 21 day of February, 1975, pursuant to authority vested in me by M.S. 1971, Section 299A.01, Subdivision 6.

STATE OF MINNESOTA
DEPARTMENT OF PUBLIC SAFETY

Edward G Novak

COMMISSIONER OF PUBLIC SAFETY

ORIGINAL

STATE OF MINNESOTA

DEPARTMENT OF PUBLIC SAFETY

SAFETY ADMINISTRATION DIVISION

St. Paul, Minnesota

In the Matter of:

The Proposed Adoption of Rules of the State Department of Public Safety Governing a Point System for Evaluating the Effect of School Bus Equipment Defects

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Transcript of proceedings had in the above-captioned matter, before the Honorable Phillip A. Iverson, Deputy Commissioner of the Minnesota Department of Public Safety, on Friday, the 24th day of January, 1975, commencing at approximately 8:30 o'clock in the morning, in Conference Room A of the Veteran's Service Building, located in the City of St. Paul, Minnesota.

APPEARANCES:

MAJOR RICHARD LUICK, Minnesota State Highway Patrol.

SERGEANT RALPH CHURCH, Minnesota State Highway

Patrol.

JERRY CLYSDALE, Minnesota Department of Public Safety.

* * *

WHEREUPON, the following proceedings were duly had: --

* * *

MR. IVERSON: My name is Phillip A. Iverson, Deputy Commissioner for the Minnesota Department of Public Safety and I'll be presiding over this hearing today. The other members seated here with me on the panel are Major Richard Luick to my left, and Sergeant Ralph Church to my right. Has everyone signed in now?

AN UNIDENTIFIED MALE: I didn't sign in. That is for speakers, it says.

MR. IVERSON: Is there anyone who has missed it that might want to speak? All right, I just want to make sure. I would like to have a record of attendance, though, if you don't mind signing in, just so we know that you are represented here whether you speak or not.

AN UNIDENTIFIED MALE: Are there two lists back there?

MR. IVERSON: There is a place on the list where you can check. This meeting is being held this 24th day of January, 1975, in Conference Room A of the Veteran's Service Building and we have commenced at 8:30 a.m. We will be continuing until all representatives of associations or other interested groups or persons have had an opportunity to be heard concerning a proposed adoption of rules of the State Department of Public Safety governing revisions of existing school bus inspection regulations, establishing a point system for evaluating the effect on safety operation of any variances from law detected during inspection. The need to adopt these rules arises and are required by legislative mandate in Minnesota Statute 1971, Section 169.451, Subdivision 3, as amended by laws 1973, Chapter 80. The statute directs the Commissioner of Public Safety to provide by rule and regulation a point system for evaluating the effect of school bus equipment defects upon the safety of school bus operations. The purpose of the rules and regulations is to promote uniform inspection standards in the interest of maintaining a high level of pupil transportation safety within reasonable economic limitations. Mandatory inspection of school buses was first required by statute in 1971 with the enactment of Minnesota 1971, Section 169.451, which required annual inspection of school buses by the State Patrol to ascertain

whether "---construction, design, equipment and color comply with all provisions of law." The statute further provided for the issuance and display of distinctive inspection certificates pursuant to regulation established by the Commissioner of Public Safety. Laws 1973, Chapter 80 amended Minnesota 1971, Section 169.451 to require (1) Semi-annual inspection of school buses and (2) The establishment of a point system by regulation of the Commissioner of Public Safety for the purpose of evaluating the effect of equipment defects on the safety operation of school buses. Under the initial school bus inspection law, strict application of the school bus inspection statute and the related regulation precluded the issuance of a school bus inspection certificate if the school bus was not in complete compliance with the requirements. This resulted in buses being rejected for such relatively minor defects as one clearance lamp having a burned out bulb. The proposed regulation assigns a point value to each item of equipment reflecting the relative importance of that item of equipment with respect to traffic safety and it will be possible under that point system for a school bus to receive an inspection score which will permit it to be operated with relatively minor defects which will not normally affect the safe operation of the bus. In such instance, the temporary inspection

certificate will be issued permitting the bus to be operated for up to 14 days or until the bus is reinspected during which time the equipment must be repaired. Upon rechecking the bus and determining that the defects have been corrected, a regular inspection certificate will be issued and affixed to the bus. The proposed regulation further provided, in effect, that a school bus may not be used to transport school children if the inspection reveals that the bus has a serious defect or a multiplicity of minor defects. This condition must be corrected, the bus reinspected, and an inspection certificate affixed to the bus before the bus can be used to transport pupils. In addition, the proposed regulation would require display of the school bus inspection certificate in the lower left corner of the windshield instead of the upper left corner as previously required. This is desirable to cause the inspection certificate to be more visible to persons outside of the bus. This is signed by the Commissioner of Public Safety, Edward G. Novack, dated January 20, 1975. Now, all interested persons here today will be given an opportunity to give testimony and, of course, we'll be limited to the subject of this hearing. It is permissible to present written material which should be marked as an exhibit and introduced for the

record. Statements or briefs typed on 8½ by 11 inch paper may be submitted after the hearing to the Commissioner of Public Safety, State Highway Building, St. Paul, Minnesota, 55155. Such statements must be postmarked no later than midnight, February 13, 1975. Now, those of you who indicated on the attendance sheet that you desired to speak will be called on first. Please speak clearly so that our court reporter does not miss anything and before making your statements, introduce yourself, spell your name, and give the name and the address of the association you represent. The following documents of the State Department of Public Safety are now being introduced as exhibits: I introduce Exhibit A, the Order for Hearing, executed on December 6, 1974; Exhibit B, The Statement of Need, executed on January 20, 1975; Exhibit C, The Notice of Hearing, executed on December 9, 1974; Exhibit D, The Secretary of State's Certified Mail List, executed December 18, 1974, and Exhibit E, The Affidavit of Mailing, executed on December 18, 1974. We do have a couple of minor changes that I'd like to read into the rules at this time. They were mistakes that were made in the printing and I would like you to make note of those, if you would, please. On line 20, the item 21, where it states, "Defective of no warning horn," this should be changed to read, "Defective or no warning horn". Change the "of" to

"or". It's on page 3. And on page 4, item 43 on line 14, where it states, "driver shaft guard," cross off the "r" leaving the word "drive". It should read "drive shaft guard". At this time, I'll call on those of you who would like to give testimony and I'll begin by going through the list as you have registered here today. So, at this time, I'll call on Jim DeVeau. Mr. DeVeau, you have the floor. Stand and give your name.

MR. DeVEAU: Jim DeVeau, D-e-V-e-a-u. I represent DeVeau Bus Company and the Minnesota Schoolbus Operators Association. I have written quite a few little things here that I'd like to talk about, but first of all, I'd like to say that a point system is probably the most important thing that has ever been done for school buses. We must have a point system and I was one of those who were instrumental in making sure that the law got passed that we had a point system. We need this thing most of all, I think, for the PR, the public relations, things that go into the newspaper. Our association, as I understand it and am empowered to say that we desperately need this point system. There are some of us who disagree with some of the items that are in it and I, for one, am one of those people who disagree with one of the items and I'll tell you now that this issue is famous, defrosting fans. I have operated buses since 1967 without fans in

them, when the defrosters got to a point where we felt that they were not needed any longer. I realize that this is an issue that probably could be taken up within the Department of Education or Highways or whatever. It does not really have anything to do with this point system, but if it gets into the point system now, we'll automatically have to buy fans for the next inspection and I'm just wondering how we can best handle this thing so that those people who really do not need fans don't have to buy them and then when we do get the thing changed, we have got a bunch of fans that we don't know what to do with, so this is a point of issue that I take at this time. I would very much like to suggest to you that we get this thing in there somehow. So, that is a point of contention with many more people than myself. Another thing I'd like to say because of the items and things that are inspected in a school bus -- we talk about 48 items to this inspection sheet. We must realize that there is a lot more than that that they are inspected for and, just for a point of information, I have counted as best that I can on one of my own buses, which happens to be a Ford 66-passenger Superior body, and I counted over 505 items that this inspection team really looked for. So you see, the inspection is a lot more in depth than the 48 items that you are talking about. One other

item about the fans is that I really don't know whether they are that safe or not because the hair of students can get caught and twisted up in that fan and there is no way that you can put a guard on there -- and especially these kids with long hair today. We have had many instances where the hair has been wrapped around the fan and you got to cut it to get it loose. If I may, I would like to comment if something else comes up.

MR. IVERSON: Sure. The next person on our list is Mr. Bob Larson, Robbinsdale Schools.

MR. LARSON: My name is Bob Larson, Supervisor of Transportation, Robbinsdale Area Schools. I would like to, in a general sense, approve the principles of the inspection. I think we are off to a good start at something that we need and have needed for a long time. As far as the item that Mr. DeVeau just mentioned on the fans, I think that we have to look at the drivers of the school buses. They need all the help that they can get and we have two fans on our buses and have had them on there. I have been in this job for 15 years and the drivers have always told me they are used. I must say that we have never had the hair of a student caught in fans like that. I think probably if that is a problem, maybe the location of the fan may have something to do with it. But I think, with the humidity and so forth that

you get in a bus, that you have to have a fan like this to help clean the windshield, the driver's side window and also the entrance door because in our experience -- I am with the public schools, and when we bid school buses, we are constantly faced with the low bid factor and with the eight buses that are on the market, six east of the Rockies and two west of the Rockies, the economics always enters into this and when you ask for extra equipment, it does cost extra money, so we have to write in minimum expense. Now, I have heard conversation that the drivers use the fan for air conditioning and things like that. This may be true, but if that is the case, I would put that into a category of health and comfort for the crew. If that is what they need to drive that bus, I wouldn't knock that, but I feel that the use of those fans in the wintertime with all the humidity in the bus is essential because, as yet, I don't think there is a bus company that has put in an adequate thermopane glass and made it at a price that we really can afford at a side window where the driver has to be able to see to his right and to his left. That is all I have right now. I think I would like to commend Major Luick and Sergeant Church and the other members of the Patrol for the work that they have done. I have been on one of these committees that helped them establish this

and, true, there are a number of things that may need a little revision, but I think we are off to a good start and when we get down to the nitty gritty of these things, I think time will tell, but I think it's a great thing for the pupil transportation business that we are beginning to look into the equipment that is transporting these kids and getting a lot of the junk off the roads.

MR. IVERSON: Thank you for your comments. Okay, I'd like to call on Mr. Fred Hanus. Mr. Hanus, you have the floor.

MR. HANUS: I am Fred Hanus, part owner of Hanus Bus Company, Minnetonka. I go through your point system and as an owner I can't quite figure out how you base if it's 100 points, 200 points or 300 points and in your comment you said a bus with some points will not be usable after that time. Say it does not pass the test of so many points, then my question is to you: How many points does this bus have to have to pass the test or how many points does it not have to pass so it does not go on the road the following day? As I go through your point list here -- a man told me, and I'm trying to figure it out. It's a grand number. You got 25 out of 50 and out of fives in here, so I think you have got to educate the owners or operators how many points does a bus have to have to pass the test and how many grand total

points do you have on your test? Another problem we had in our last year inspection is the first aid kits. Now, I don't know how your Safety Department at this point has broken this down, but I know that they were out to our place and we took all our first aid kits and put them up-to-date with last year's rules and it cost over $500 to get them. Some of the operators and some of the school buses got passed without doing it because the rule was changed at a later date. They told us what the reason was. So, they got by with it. My question at this point is: What really is a standard first aid kit? If we are going to make it mandatory, let's make one policy and follow by it, because I know last year even some of the officers giving out certificates, they didn't know which was actually right because they called back the State and they said, "Well, we'll give them maybe another six months to change them over." So, we spent all the money to bring it up to date and others got by without doing it. I don't think it's fair. My other point, on defroster fans; we have used them in our buses for over 10 years. I think the main thing of defroster fans is where they are hung and if you keep them out of people's way and more for the driver's sake. The important thing is where they are hung. I would sooner go along with defroster fans than see plastic paper or whatever you have in class to go over the windows,

because that looks like a patch-up job in my opinion. That is all I have to say at this point.

MR. IVERSON: Thank you very much. I'd like to call Mr. Bernstrom.

MR. BERNSTROM: He pretty much covered those first aid kits.

MR. IVERSON: Okay, thank you. There is another gentleman here. I'm not sure of the spelling of the name, from Bloomington School. Do you want to make a comment?

MR. KRAUF: I reserve that I'd like to speak at a later time if certain items present a problem.

MR. IVERSON: At this time, then, I'd like to call on Mr. Ed Larson, Sauk Rapids.

MR. LARSON: My name is Ed Larson, Sauk Rapids, Larson Bus Service, Incorporated, President of the Minnesota Schoolbus Operators Association. Obviously, we have quite a few pros and cons on the fans of the school buses. We have school buses with two fans. We have school buses with one fan. We have school buses with no fans. It's our experience in the school bus as manufactured for Minnesota, we have a very good luck with the unit without fans because the school buses have wing defrosters that blow the heat off to the left and off to

the right. I find that in humidity in the spring or fall, if we turn the water off and use the defrosters just as a fan, we have very good success. I certainly do not feel the need for two fans in the school bus and I would agree to this point: One fan hung in the upper left-hand corner would serve the purpose very well and definitely prevent any child from getting too close to the fan in this particular area. Therefore, I feel that at the very most, as far as retrofitting the current buses, one fan in the upper left-hand corner would be very adequate to handle this rather than retrofit all school buses in the State of Minnesota with two fans. That is all I have to say at this time.

MR. IVERSON: Thank you very much. At this time then, I'll give this gentleman from Bloomington a chance to speak, if you would like.

MR. KRAUF: No.

MR. BALLAS: I'd like to say something. I wrote "no". Ernest Ballas, Transportation Administrator with St. Paul Public Schools. With this point system, our School District would like to go on record as saying we are all for it. Our paramount concern is the safety of the pupils and anything we can do to insure their safety ... this is one of the concerns. Thank you.

MR. IVERSON: I have one more name here on the list with a question mark.

MR. PAVEK: Mr. Pavek from the State Department of Education. I have the question mark because I wasn't sure what we would be talking about. Since 1967, our minimum standards for school buses has required the two defroster fan until this point system was being developed. Well, you can see already in the testimony, some say they are necessary, some say they are not necessary and until we can actually have a public hearing and possibly change this to a minimum of one or delete the requirement of two fans, I guess it's in there for the time being at least. Now, what I would like to say is that within a short time, we are going to hold some meetings with the different groups of operators and directors and try to resolve this point problem of defroster fans. As I indicated earlier, it's in there right now and until we get enough feedback, we'll have to hold off on it temporarily as a matter of policy.

MR. IVERSON: Very good.

MR. DeVEAU: May I ask a question? How many other items are there on school buses that are safety related that have not been inspected for?

MR. IVERSON: I'd like to call on one of my assistants here. Mr. Church, would you like

to answer that?

MR. CHURCH: In the past, in our inspections, it has never been on our inspection list for the inspection and I guess -- I don't believe that our inspectors apparently believed that it was a real safety item. The fact is, I don't recall anyone failing a school bus in the past for not having two defroster fans and I probably don't give a very adequate answer, but I guess we really didn't feel that it was a real safety factor is why.

MR. DeVEAU: My question is: Was there any other items that have not been inspected for? Because if all of a sudden we come along now and get zapped with something else -- I'm not against safety. I'm one of the biggest promoters there are of safety, but at the same time, if we have to pass it back to the taxpayer, it's going to cost one way or the other. How far are we going to go? How come automobiles don't have two fans in them?

MR. CHURCH: There is a lot of other things that have come in with the advent of our uniform coloring here in Minnesota where today I met some 1966 Chevrolet buses that it's apparent that they came from -- maybe they came from Georgia and I'm sure that those buses don't have the type of flooring that we require and maybe quite a number of other things like that and we're not inspecting for that, no.

MR. HANUS: What new things are you looking for in '75 that you didn't do in '74 or '73? Let's put it that way. As long as Mr. Church is up there ...

MR. CHURCH: Maybe a little later, if I'm given the time, I think that in view of the fact that Fred has come into this quite cold. We had a couple of meetings in St. Paul and went through the entire thing. Yes, there are a few items and probably a little later we'll explain it in detail.

MR. HANUS: I'll wait for that time.

MR. IVERSON: Does anyone in the audience have any other points to bring up? At this time, I'm going to ask our officers a few questions to hopefully answer a few questions that have come up here today, but if you'd like to mention something, I'd like to get it in the record.

MR. LARSON: Bob Larson from Robbinsdale. There are eight school buses on the market, two west of the Rockies and six east of the Rockies and if we could be assured that from the manufacturer's viewpoint that they could supply -- and I'm going back to this ventillator and defroster, if we had adequate defroster systems, then probably something like this wouldn't be

necessary, but again I speak from a public school who has to constantly face this low bid situation. Unless you write something like this into the specifications, you're not going to get it. Well, they say we have a defroster system, but is it adequate in this part of the country? We run into this situation -- naturally, I'm quite active with two of the national organizations, so we talk to people in all of the 50 states and the situation in Texas and Florida is much different than it is up in Minnesota, Wisconsin and the northern states and it's also different in the central states. Again, I go back to the safety of the kids. If this is one little item that will help a driver do a better job driving a school bus, I think we owe it to the kids and I don't think a $25 item on a bus like this is really going to make or break anybody. You have a fleet of 50, 75, 100 buses. This is part of the equipment, but I think we have to look at the type of climate we are operating with in this part of the country.

MR. IVERSON: I'd just like to ask a question for my own information. It might help us along with our hearing and as we discuss what comes of our hearing before these rules are established. Do you have a national group of school bus operators or users that get together to talk about specifications? You do have a

group like this?

MR. DeVEAU: Yes.

MR. IVERSON: Do you have a uniform description of the items listed in a school bus so that everybody, the manager and users understand the same thing when you speak of defroster systems? You see, this could mean one thing to one company and mean another to another, depending on where they are and so forth. Has anything been done to set up a guideline for everybody to follow so that the manufacturer must require all his buses to have the same type of unit in it?

MR. DeVEAU: There are two organizations, one of them which Bob Larson is President of, and I am past President of the other one. The National School Transportation Association, they have never established anything written down because there are 50 states in the Union and there are 50 states that covet their specifications as they see it, so, consequently, there is no way that we can get the 50 states together to say, "This is what we have to have". Bob Larson said it when he said that there are people from Texas who do not need defroster systems and there are people from Missouri who might need them and Iowa who might need them, and there are people in Minnesota who need them. I agree that there are people who need them, but at the same time I'm saying

that there are people who do not need them and what is the minimum standard? I think that what we should be doing is inspecting for a minimum standard and not a maximum standard. If anybody wants it, let them put it in. Why should we spend money, people's money, for something we really do not need? If this is where we can save it, fine. All we are trying to do is get these kids to and from school safely and let's do it that way.

MR. IVERSON: The reason I asked the question -- we have had the same problem in our State Patrol cars across the nation and there is an association now called the National Association of Fleet Administrators and this is made up of many people that own or operate fleets of automobiles mainly. A few years ago I got our State Patrol people involved in this because we were having the same kind of problems you are having with some of the specifications and now we have put together nationally, with all the other states -- we are talking about the same kind of problem you are, Arizona, Texas, California, Maine, whatever. We have sat down now. Through the last five years, I would say we made real progress. We sat down with manufacturers and State representatives and were meeting with the manufacturers explaining our problems and we have gone and we have put

together a list of these items that you are concerned about and we now have an accepted specification or table telling you what heavy shocks are. The word "heavy shocks", what does that mean? Or extra super defroster systems, or whatever you may call it. We now have an understanding and it's written down so that the manufacturer knows what we are talking about in our layman's language and I would think that that would be something that your people across the nation would try to do, too, to set up a glossary of names explaining -- agreeable so that you don't have all these problems. I realize how important they are to each of you.

MR. DeVEAU: I served on the School Bus Manufacturer's Institute, a task force study to come up with a design for school bus bodies and defrosters were on the list of things to be covered and they understand and they know that they say that their defroster system on all of the six body manufacturers that were represented at that meeting say that they felt that their defroster system, seeing that they take in fresh air and had the vents in the roof to get rid of the air that under any circumstances except under the very worst situation where you are sitting in a bus and the kids come in all full of snow -- that is about the only time that you will completely fog over a bus, but he says: "How seldom is that?" You don't do that very

often. We have got to look at the cost. We'll put them in for you, but they'll cost you extra. So, I guess that is all I can say.

MR. IVERSON: As I listen to your comments here and I think they are very good, I think the one item here that we have heard about is the defroster fans. There is another gentleman here that had a comment. I'll call on you now.

MR. LARSON: Ed Larson. When this regulation came through on the two fans -- I believe it was '67, I notice that at the time that my school buses were coming through with two fans and I understand it's the distributor's obligation to deliver a bus into Minnesota to meet the Minnesota standards. Towards '70 and in through there, my buses all of a sudden started coming with one fan and the manufacturer's answer for that is that they had improved their defroster systems to the point where they felt that they didn't need the two fans, and this is how it happened in my case that I am sitting with some buses that do not meet this specification of two fans. We have no cases where we use both fans at the same time. I'd like to comment a little bit on the point system and I think this is tremendous. I think that we should be very careful how we handle the release of the inspection results. For example, the point system says

that horn failure -- should Mr. Larson over there have one of his buses have a horn not toot on the day of the inspection, that calls for 25 points, which is a bus failure. I realize the horn has to be fixed and it probably worked the day before. I'd hate to see a thing like that hit the press as a failed bus. It's very bad to the morale of the mothers. When the mothers hear that 50 per cent of the school buses failed the inspection, this upsets them real bad. They feel that the buses are totally unsafe and their child's life is in jeopardy. Public demand could force us to wind up with a bus that is financially unfeasible. That is all I have to say.

MR. BOB LARSON: Bob Larson from Robbinsdale, again. I think we should start with one item here. You mentioned the national standards. There is a set of national minimum standards. Now, there is a difference between minimum standards and specifications. I think this is a point that a number of people don't follow and I think this goes along with the 50 state regulations that we have in operation. It's true, in the southern states, they don't need plywood floors. Here in Minnesota, we do, and there has been a great deal of study that has gone into why we have to have that type of equipment in this part of the Country. As Mr. DeVeau mentioned, there is a national organization called the School Bus Manufacturers

Institute which is composed of representatives of all the eight body manufacturers --

MR. DeVEAU: Six.

MR. BOB LARSON: All of the six body manufacturers, I stand corrected, east of the Rocky Mountains, in alphabetical order, the Bluebird, the Carpenter, the Superior, Thomas, Ward and the Wing. Is that six? The man I talked to up at St. Paul last week, a salesman, did bring up that just recently they had a meeting of these body manufacturers and I think some of this was the result of a school bus accident down in Georgia, but there is a set of national minimum standards and I'm sure Mr. Pavek will have a copy of that. The State of Minnesota has the same minimum standards. I think we are spending an awful lot of time here on defroster fans. I still feel it's important, Mr. DeVeau thinks it isn't important. If this is going to be a hangup on this particular hearing, I think we should curtail it for a while and probably the Patrol can give it a little bit of study. But we should get into the general inspection procedure. I think the Patrol, again, I'll say, should be commended for the work that they have done on this, unifying all the inspectors in the State, and I think all the meetings we have had with the Patrol, they are getting a uniform inspection procedure and I don't think we should let it

get hung up on one particular item. I think the big thing is that we are getting equipment off the road that shouldn't be transporting students. I think this is the big item and I think if you want to go into this minimum standards business, I'm sure with the expertise of the State Department that we can supply you with that an Mr. DeVeau with his experience with the School Bus Manufacturers Institute. I think there are a lot of things we can bring out.

MR. IVERSON: We certainly will do that. I think we have heard enough pros and cons, so we certainly will give it a lot of consideration after this hearing and before the new rules are set. The next item that I have written down here of importance was the comment that was made that there are 505 items that are now looked for versus the 48.

MR. DeVEAU: I did not mean to say that. The 48 items are the ones you will be inspecting for and I say they comprise a total list, when you add all of the clearance lights together, the windows together, and even the bolts that hold down the chairs, they all come up to a list of 505 items.

MR. IVERSON: That clarifies that. Very good. I'd like to call on Mr. Luick regarding these matters we have heard today.

MR. LUICK: I really don't have any rebuttal, and we have had a good discussion from you gentlemen, and I'm sure you recognize, as we do, that the proposed regulations and the standard now is by no means perfect. We expect that after we have had some experience with it there will be modifications made. We feel that it reflects the relative importance of the items and we feel that it's a great improvement in the school bus inspection program. That is all.

MR. IVERSON: Thank you.

MR. DeVEAU: As long as he mentioned it, are all of the changes and the modifications that are made to the point system, do they all have to go to a hearing again just to change it?

MR. LUICK: A hearing, I'm sure. I mean after it's been adopted.

MR. DeVEAU: No, if we are going to pass this point system today -- I guarantee that, because I want it passed, but at the same time I am asking this question: To change after it has been put into effect, to change it, do we have to come back before another hearing?

MR. IVERSON: Yes. That is why we'd like to make sure we clarify as much as we can today because we're concerned about having it as right as you gentlemen are because it's time consuming for all of us.

It's costly and we certainly don't want to do that if we can come up with the most satisfactory way of doing it.

MR. DeVEAU: I'm pleased as punch that we are going to get a point system because I was one of those who really pushed for it. The only concern I have is what is going to happen. I don't want to go back into fans. So, we understand now some of our problems and I don't mean to hang the point system on fans. It may cost me two thousand or $4,000 to get it, but I feel we have to have it.

MR. IVERSON: Are there any other comments that we should discuss here at this time regarding this point system? Now, this is really what we are talking about today and I'd like to hear any comments.

MR. HANUS: What do you call a serious defect? What are you going to do if the bus does fail?

MR. IVERSON: I'll call on Sergeant Church.

MR. CHURCH: We have set up a number of things in the last few months on this and one of the things that is going to clear things most for you, Mr. Hanus, is the School Bus Inspection Manual. The next time your inspector comes around to you, he is going to give you this manual and he'll go over it with you and I'm sure

it will give you an understanding of all the 48 items that will be inspected for and everything will be in black and white and he will go over it. There are quite a few people sitting in this room involved in putting together this manual. And then we had this meeting on the point system, which also involved most of the people sitting here in the room. We got together and talked over each item just briefly. We'll start out, for example, 100 points, because that is always what I tried to get when I was in spelling and I remember if I got 100 points that meant that I was going to pass, so this is what we look at as a perfect thing. Even though we may add up all these different items in here, the bus may come up with a thousand points against it, but here is the thing: They are all safety related items. For example, if I come out and inspect the school bus and your bus gets a score of nothing wrong with it, it gets 100 points. Obviously, you are going to get an inspection sticker. I remember when I used to go and inspect a bus and I'd say, "That step light is out," and you'd say a couple of words to me and I wouldn't give you an inspection sticker and your bus would fail. That won't be the case anymore. I'm not sure exactly what the step light counts, but, for example, a two point item here, proper trim color, and you and I had a little bit on wheel thing and if I came out to your bus

and you had improper trim light, it would cost two points. I'd still give you a sticker on that. Any time your bus gets from 98 to 100 points, I'll give you a sticker. If I come around six months later and you haven't fixed that item, that time I'm not going to give you the sticker because I'll say, "Look, you haven't fixed this". You won't get a sticker. It's provided that way, but anytime you get from 98 to 100 points, you'll get a sticker and clean bill of health. All right, I check you bus and I find that you have got one brake light that is not working and it's just a question of the bulb burned out, that is a 10 point item in here. If that is all that I find wrong with your bus, your bus will still come up with 90 points, so you are going to be given a certificate that you can operate for 14 days or until I return again you can operate your bus on that and it does not fail. So, if we get a newspaper release, Hanus Bus Company, and you happen to have two our of your 65 buses that you have got, you have one of them that failed because the trim color was not proper -- no, in fact, that wouldn't even fail, but you had one that had one brake light out, you still won't fail on that one. So, if the local newspaper comes out and says, "How did you do on your inspection?", you can show them you had no failures. If you do have one, in fact, the horn failure that was brought up here, it's a 25 point item. You

have to have 80 points to pass, so, obviously, if you have a 25 point defect in your bus, it's not going to make it, but if you think of all the people, all the pedestrians crossing the streets, this type of thing, and if you want to warn them that there is someone coming down the road and you notice he is not going to stop, I'm sure that horn is a very important thing. And then you look at -- I happen to have the records for one of the Districts and it happens to be the District that you are in, out of 1481 buses that were inspected, only nine failed for the horn not working.

MR. HANUS: Say a bus gets 80 points. Can the bus be used again?

MR. CHURCH: It definitely can be.

MR. HANUS: What is the lowest that you can get so that that bus can't be used again?

MR. CHURCH: When it drops below 80.

MR. HANUS: So, 25 brings it down to 75 and it can't be used again.

MR. CHURCH: That one can't be, but every item on here that carries a 25 point item, if you really look at it truthfully, if you have got a front tire with no tread on it, you consider that an unsafe vehicle and that is a 25 point item. Then we go down to the next

one, exhaust pipe; say, if it's an inadequate pipe, the pipe has to go from the front all the way to the back; if it's broken, you certainly wouldn't want to send a bus out that might get stalled with a pipe that wouldn't go all the way back, that's a fail item. If you have got a very minor leak in the system, we'll say, "Get it fixed within two weeks", and a school bus not the proper color -- that is pretty obvious. I don't think -- that one won't fail, but if you go through the list, otherwise -- I don't think we have any left with lettering nicknames, improper lettering, and that is a two point item, and we'll ask you to correct it. But, your clearance lights, I believe that's a five point item; so, theoretically, you could have four clearance lights out and you will still make it and we want to be fair about this that when you bring your bus through the inspection that if there is an item that is not working on it I think you can very quickly get that corrected. Just bring a mechanic in and get it corrected. So, I think we are going to have a fair inspection here, and the first aid kits and the other things we mentioned -- it's very clearly defined now in the manual.

MR. HANUS: Are you guys going to have a waiver on this time again?

MR. CHURCH: No, sir. This is set up like this: Buses before 3-7-74 will be put this

way and buses after 3-7-74 will put this way with an occasion to bring up your older buses to the new regulations.

MR. HANUS: Also, referring to safety belts, they were mandatory back in --

MR. CHURCH: 10-1-'67.

MR. HANUS: Any buses newer than that have to have them on?

MR. CHURCH: Must have. But the law says that any school bus driver now must wear the belt, so it's my interpretation that this superseded that because it's a misdemeanor for the bus driver not to wear a belt now, see. I would interpret that to be a 1929 school bus to have a seat belt in it because of the law passed a few years ago.

MR. BOB LARSON: Bob Larson, Robbinsdale. Would you put somebody on this, maybe the clerk would help you, but put these items in alphabetical order. When you are looking at 48 items, would it be possible to put them in alphabetical order? Wouldn't it be a little bit easier? Is that a big problem or is there any reason why you have tires as number one here and back-up lights as number 18, for example?

MR. CHURCH: I guess, really, that when your school bus investigator comes out to inspect,

generally he may have two helpers and himself and what they will do is one will take the back and one will take the front and they get to the point where the inspection sheet really doesn't mean too much to them, and I believe with our manual the way that we have this itemized that if you come to exhaust, I think it's number 46, and you will open up your manual to that item and it will explain it to you, so I don't think it's a big problem now with the way we have it spelled out.

MR. BERNSTROM: Say you get one 75 point, say a tire failure, the bus can't be used? I have to leave that bus sit for two weeks?

MR. CHURCH: Well, knowing your shop that you have got there, chances are that you have got quite a number of tires that are mounted and you have got people that will take about five minute's time to fix it, so I'm sure that our inspector will wait that time.

MR. BERNSTROM: Well, let's say the exhaust -- anything, do I have to wait for you to come back before I can put it into service?

MR. CHURCH: If it's a major leak, no, you are not going to have to wait two weeks if you fix it that day or the following day. I'm sure that we can

just have another trooper swing past and give you an okay on that.

MR. BERNSTROM: But you can't use it until you fix it?

MR. CHURCH: Right, but the two week time is only a courtesy extended to you to get that fixed.

MR. DeVEAU: In other words, you can fix any item and then use that bus. In other words, if you come to my place and you say that I have got two tires, one on the front and one on the back that do not pass; so, they are 25 point items; so, it's all I have to do is take and put a new tire on or one that will pass onto the bus and then I can go ahead and use it?

MR. CHURCH: Right. But I would interpret this to say that you had better -- your sticker has to be valid for seven month's time, so you better not be operating with a sticker that is out of time.

AN UNIDENTIFIED MALE: You come back there in two weeks and check them over, the way I understand it?

MR. CHURCH: Well, we'll do this about one time. We have had certain operators that

we simply have to tell them, "We won't come back to your place again." But you do not know these people and you don't happen to be one of them. Some of them just take too much of this for granted, but otherwise, yes. But we say, no, the bus can't operate with a 25 point defect until that is corrected.

MR. DOBEY: Rod Dobey, D-o-b-e-y, St. Cloud State College. I guess the question I have is: If Jim has a bus with a bad tire on the front, you go around, it flunks, he fixes it that same day but it still is reported as a flunk?

MR. CHURCH: Yes, but when it hits our inspection line, I would hope that the driver makes a daily pre-trip inspection, like you try to get all your drivers to do. With the length of time that it is going to take him to change that tire with somewhere around 90 buses anyway, I'm sure he will tell that driver that before it goes to the inspection line, bring it to the shop and get that proper tire put on and we wouldn't have this kind of problem. We want a hundred per cent inspection just as much as you do. This is what we are after.

MR. DOBEY: I guess I look at what was brought up about the PR. If that hits the press that Hanus Bus Company -- let's say that they had

a bad set of tires on several buses but they corrected them that day, it still goes to the press that Hanus Bus still had a 50 per cent flunk rate.

MR. CHURCH: Well, that's true, so this is something we have to upgrade ourselves and you know what the regulation is and you know you are going to be inspected for it and so I think that is the biggest thing, how we can get this thing up, if everybody would look at it individually.

MR. BERNSTROM: That brings up a good question we have. We are all in Minneapolis School District and we got a letter, they want to have a report on our last inspection. Really, the only thing we have are the pink sheets and we were one of the first inspected and ours flunked because of the first aid kits. Three days later, Officer Becker comes by and gives us the stickers and we have still got the pink sheet showing it was rejected, so I called over here to get a letter of some form to say they had passed the inspection, which they had, but my pink sheet didn't show that they had.

MR. CHURCH: This is a communication problem that we have remedied now with this manual. I feel we have remedied this and we are having all of our inspectors coming in February 4th for a one hour session and we are going to hash everything over.

They are going through the manual and I feel that when they leave, they will be as knowledgeable on what Jerry wants on this type of thing as far as the regulations as Jerry is. We plan on doing this on a semi-annual basis. We'll bring our people in before every inspection and go through the thing again.

MR. DOBEY: I'm asking: Could they give you just a report, a summarized report for each company, you know what I mean? Rather than all of the sheets -- you have to turn in the report on us when you get back, couldn't they send out a letter saying that of your 50 buses, 43 per cent of those passed and then you'd have that for --

MR. CHURCH: I believe that Mr. Iverson ...

MR. IVERSON: Mr. Luick?

MR. LUICK: I would like to avoid giving individual summarized reports to each operator, but in your particular case, I would hope that you had no difficulty getting a letter to the effect that all your buses were in compliance. Did you get a letter?

MR. DOBEY: No.

MR. LUICK: Did you ask for one?

MR. DOBEY: I called the guy in Minneapolis schools and asked him if he wanted me to take a Xerox machine and go through all these pink sheets and send them down to him, but I think that they just take our word for the percentage and I think I could have got one.

MR. LUICK: In the case you cited, I think either our District Office in Golden Valley or our State Headquarters would be happy to send off a letter of the type you desire.

MR. DOBEY: I just called the office and asked, you know, if there was, and they said no, and then I called him and he said that this was fine, so I didn't get back, but, though, I'm sure I could have got a letter.

MR. LUICK: Okay. I'd like to leave it on a request basis rather than leaving it a matter of summarizing statistics that you already have on the pink sheet.

MR. KRAUF: I think I might clarify a point. I think that in some of these meetings Mr. Church left the impression, at least with me, that if the publication is of sufficient time, it is his intent to distribute this copy of the manual to every operator even prior to the time the troopers will come. So, we might have

two weeks, three weeks, four weeks, two months before the inspection will actually come when we will have a copy of the handbook to know what is going to be expected so we can more or less prepare for it. We don't know the day, so it's not that you are making an appointment for an inspection so everybody can get out there and gung up for the inspection, but we will know what is to be inspected. I might add at this time also that I am another one that is in great favor of this point system. I think the original school bus inspection was fine. We are not making any deviations from the original, but the part that bothered me is when I started reading in the paper the tremendous fail value. But they let it go at that. They failed to insert in that publication that one clearance light might have been all that was wrong with the 25 or 50 per cent that failed. So, I get phone calls saying, "What sort of operation have you got when all your equipment was unsafe?" Well, when I brought up, "You bring your car over here and I'll run it through with our pink sheet and I'll guarantee that it won't pass." And I told them some of the things that made it fail. Like Sergeant Church said, two, three minutes to get it fixed. We can have a big truck there full of clearance lights and dome lights. They are just a matter of minute jobs. A lot of these interior lights and dome lights, we replace five to 10

dome lights every 11 days. The driver insists on the lights out and the kids just take the bulbs out.

MR. IVERSON: We appreciate your comments, sir, and I think we understand your problem here and your concern about the public relations. We feel that same thing many times.

MR. KRAUF: I don't think we'd have the pressure for a point system if the publicity had not gotten out or the publicity had gotten far enough to explain to the public what these failures were caused by. So, this is one of the main reasons that I was active when this thing first came to light. I said I'd be glad to give my time to help draw up a point system. So, we appreciate it very much.

MR. CHURCH: I'd like to make one more comment on this inspection. Things don't make news, like you say, bringing the person's automobile through and I have got the results from, say, in '69, 55.6 per cent of the cars failed and 58.1 per cent of the school buses failed. But we get down into 1974 and this one here that I have got is just for one district and the fact that school buses -- this one was done by hand, in fact, they were done by hand from one of our inspectors. It's a 22 per cent rejection rate on school buses and a 46 per cent rejection rate on automobiles, but that is not

news to people. They don't want that type of news.

MR. DeVEAU: I would like to know what happens once this hearing is adjourned. What is going to take place with this point system? Who is going to make the judgment on what happens at this next meeting and what are the procedures that will happen. Will we leave here and say that we have got a point system or don't have it? And some of the objections and comments, too, what will happen to them and who makes a judgment on them?

MR. IVERSON: The Commissioner of Public Safety will make the final decision on what we have talked about and discussed here and all of these items that we are hearing and we are discussing today will be brought before him again as well as a committee. There will be people from our department and I am sure the Department of Education and those people that have concern with this problem will review these problems again before our Commissioner sets down the final rule as it comes up.

MR. DeVEAU: And he will do that when?

MR. IVERSON: Sometimes it takes some time, but we will wait. There will be 20 days that will be allowed for submission of evidence. Now, sometimes we get information by mail, by letter or whatever

and you might have a statement or brief that you might want to send in and we'll wait for that. After that time, then we have a meeting at whatever time the Commissioner desires , and we discuss these and review these problems again and hopefully come up with the final answer.

MR. DeVEAU: Is that an open meeting that anyone can come and listen to it without testimony or whatever? Is this a place for open testimony? I realize that this is the place for open testimony, but is it possible that we could listen and see what happens at that point?

MR. IVERSON: Jerry?

MR. CLYSDALE: I am Jerry Clysdale. I am the analyst with the Department of Public Safety and one of my jobs is to do the mechanics of rules and regulations at public hearings. The input for the public is at the hearing and that is generally the only time they have public input. Before the rules, as they are being posed today were formulated, there was input from a committee, the Highway Patrol and Department of Education and I believe they formulated the rules for the proposals to be submitted at this hearing. Now the public has its input at the hearing and then you have 20 days while the record is still open in which anyone can

submit briefs. After 20 days, the committee will re-assemble and draft a final document called Findings of Fact and this will be based on all the items discussed at this time and all the items received in writing. Then we draft the rule that we are actually going to publish and then submit them to the Attorney General and he has 10 days to rule on their legality, whether they are proper or within the scope of the statutes or any other thing he might find wrong with them. Then, if he approves them, they are filed with the Secretary of State and it becomes a rule which has the feasible effect of law. So, approximately 30 days from today they will be published. In whatever form they are being published, there will be copies printed which you can obtain from the Document Section or you can obtain them from the Secretary of State.

MR. HANUS: Who do you send the papers to?

MR. CLYSDALE: We don't have -- you mean like the Federal Register?

MR. HANUS: You have to put it in some legal -- it's got to be in some paper telling the public that it's --

MR. CLYSDALE: No. After July 1st it would have to be in the Minnesota Register, but

at this point in time there is no such document. They are filed with the Secretary of State and you can ask him if there are any on file.

MR. IVERSON: Does that answer your question?

MR. DeVEAU: I think so, but between now and 30 days there are people who can say yes or no to some items in this point system?

MR. IVERSON: Yes. I see that we have two gentlemen that have come in late and I want to make sure everyone is heard at this hearing today. Do either of you two gentlemen wish to say anything?

AN UNIDENTIFIED MALE: No, I am just an observer.

MR. IVERSON: Do we have any other comments that anyone would like to bring up at this time? Any problems of the hearing matter today?

AN UNIDENTIFIED MALE: You are going to send out a brochure about what you are going to look for in the year of '73 as compared to '74 or what new ones you are looking for in '75 compared to '74?

MR. IVERSON: Yes.

MR. CHURCH: You have the list of items, 48 items on there now. This is the items that we'll be inspecting for, but before we come out and inspect

you -- this is at the printer right now and I have been promised it will be here the end of next week and your school bus inspector will come out and see you and if you would like, he will go through all 48 items in this manual with you and explain exactly what we are looking for and he will leave this with you. This will be your copy. It will be yours. And then, if there is a change in the rule or regulations the following year, it will be handled this way: He will come out and make sure that you have that new page in your manual, so I am sure that that will do away with all of these problems that we have had in the past because the mail system, you don't always get it that way.

MR. IVERSON: We have covered the subject quite well and I want to make sure that we have heard all the comments. Now, does anyone else want to speak?

MR. BELLIS: Bernie Bellis, St. Paul Schools. I have a question for Mr. Church. We at St. Paul Schools contract almost 200 buses. We do not own any. We would like a copy of these procedures. We do go out with Trooper Nelson and help him inspect or look and we would like a copy of these procedures for our private operators.

MR. CHURCH: Trooper Nelson will supply you with them.

MR. DeVEAU: Does every School District, plus, every private operator get one?

MR. CHURCH: It's my understanding that 2200 copies are being published. Anyone who is interested in school busing, this type of thing, they should have one in their hands, yes.

MR. IVERSON: Anyone else?

MR. KRAUF: Bill Krauf from Bloomington, and I would like to go on record that we might not agree with some of the point values established, but I think it might be important, if in view of what the gentlemen said here is that I don't think there is anyone here in the room that has an argument with the point system, per se. We might have arguments, but I don't think anyone would like to see the point system go down the drain because of defroster fans, for example, and Jim hasn't brought up his front tires yet. We do have arguments amongst ourselves, but I don't think anyone would want to jeopardize the point system. We'll worry about the point values at another time.

MR. IVERSON: Thank you very much. I can say that we are as concerned as you are in getting up a system that is going to be workable and fair and certainly going to be good for everybody in the State of Minnesota and we appreciate all the work that you fellows

have done in helping our people working on the different committees in setting up this system that we think is going to work, as you do, very well. So, again, I'd like to ask if there are any other comments? If not, I would like to say that 20 days will be allowed for post-hearing submission of evidence, statements or briefs. Such statements must be typed on 8½ by 11 inch paper and they must be mailed to the Commissioner of Public Safety, State Highway Building, St. Paul, Minnesota, 55155, and postmarked no later than midnight, February 13, 1975. This hearing is adjourned. Thank you very much.

* * *

REPORTER'S CERTIFICATE

I hereby certify and state that I recorded in stenotype the foregoing proceedings taken on the 24th day of January, 1975, at St. Paul, Minnesota.

I further certify and state that thereafter I caused to be transcribed into typewriting the foregoing transcript of said proceedings, consiting of the preceding 47 typewritten pages.

I further certify and state that the said transcript of such proceedings is true and correct to the best of my ability.

Martha E. Cahill

Martha E. Cahill, Notary Public
Ramsey County, State of Minnesota
My Commission Expires: 1-14-82

DATED: This 29th day of January, 1975.

EXHIBIT I

BOB McEACHERN
DISTRICT 18B
WRIGHT-SHERBURNE COUNTIES
601 N. WALNUT
ST. MICHAEL, MINNESOTA 55376
HOME TELEPHONE: 497-2572



COMMITTEES:
AGRICULTURE
EDUCATION
LABOR-MANAGEMENT RELATIONS
LOCAL GOVERNMENT

State of Minnesota

HOUSE OF REPRESENTATIVES

MARTIN OLAV SABO, Speaker

January 27, 1975

Mr. Jerry Clysdale
161 Highway Building
St. Paul, MN 55155

Dear Mr. Clysdale:

In regard to the hearing recently convened concerning bus inspection regulations, I have enclosed a recap sheet of the chief objections voiced by several of my constituents. Also, the original letters have been enclosed.

I hope you will keep me informed of the outcome of this hearing and of future concerns.

Sincerely,

Bob McEachern pmw

Bob McEachern
State Representative
District 18B

rmc/pmw





RE: BUS INSPECTIONS

-would cause a lack of available buses for transporting students

-too many points to be deducted in comparison to number allotted

-would be expensive and a hardship in terms of personal income to bus drivers and bus owners

-unfair point system

-because a bus doesn't pass inspection, doesn't mean its unsafe

-two week detention until the next inspection is too much; a broken-down bus could be repaired in two days

-the point system does not balance

-the whole content of section C is too severe; it doesn't give us a fair chance

-disapproval of point system in connection with bus inspection

-the 25 point deduction on many categories is too high

-too long intervals until next inspection

-point system up too high
-(I think bus owners are capable of having our buses in top operating order without such an unfair rule being passed.")

Section C is too severe -

This would be a hard ship on Bus Co.'s that would not have spare busses. The two weeks till the next inspection would be an expense and hardship to have to rent busses for that time. And if many busses failed there wouldnt be busses available.

Point System -

This is also too severe. The total points amount to 865 points. They are allowing us 100 points to each bus. The failing mark is below 80 points. To me this is an unfair pointing system.

I have yet to see a an unsafe school bus in our area. No operator would operate an unsafe bus if for no reason but for their insurance. Because a bus doesnt pass inspection doesnt mean its unsafe.

Eugene R Doebler
Elk River, Minn

Section C is to severe.

~~I don't like the idea of not being able to use a bus for two weeks, if it should happen to fail the inspection.~~

~~Any bus not passing could be fixed in a day or so. There it would sit for two weeks.~~

I would have to rent a bus, to replace a perfectly good one in my garage.

~~The point system does not ballance. There are 365 points on your inspection list.~~ A bus could only lose 21 points to fail the inspection. This does not give an operator a fair chance to pass.

Things do brake down at the last minute. It has happen!

Things do get overlooked from time to time, in any kind of organization.

~~The whole content of section C is too severe, in my opinion. It does not give us a fair chance~~

Mark A. Plude
Plude Bus Service INC
DAYTON, Minn 55327
IND. SCHool Dist. 728, ELK RIVER
Minn

Senarable Bob McEachern

My fulings on the proposed school bus inspection regulations are as follows:

#1. Delete item "C" under SafAd 24. I fel that the majority of the operators try very hard to keep their buses up to par for inspection & safe transporting and should not be penalized so severely for items than can default so easily. ~~All details would be facing a serious problem for 3 weeks with not enough buses available for transporting their students.~~

#2 ~~There are far too many points to be deducted in comparsion to how many years are allotted to begin with. 365 points are listed as possible deductions.~~ We are allotted only 10.0 points to begin with. this certainly is ~~not~~ no balance.

Vera Burgoyne
Transportation Supervisor
Ind. District 728 - Elk River

Honorable Bob McEachern,

This is in regard to the hearing to be held on January 24th regarding revisions to existing school bus inspection regulations.

We have no real objection to the items listed in the letter to be inspected. It seems to us that the problem is with the point arrangement. We hold to the theory that items on a scale must balance. There are 865 points for a total that we can lose; on the list. The list states that we start out with only 100 instead of 865, which we stand to lose. Out of this 100 pts. we start out with, if we lose more than 20 pts; our bus is considered unsafe to haul children. It seems to me that if we were allowed the 865 pts and the same percentage (20%) we would not object; (173 pts allowed off) instead of 20 pts.

865 - 173 = Fair

20% or 25% is a fair ratio to disqualify a bus.

Roger and Marlys Dickenson
Dickenson - Elk River, Inc.
Box 266
Elk River, Mn. 55330

1-22-75

To the Honorable Bob McEachern,

This is to voice our disapproval of the point system in connection with bus inspection. You will note at 5 a & d 24 (b) it states each bus will start out with 100 points yet as listed in the point system there is a total of 865 pts. Of the bus is to start with 100 pts then the point system should total no more than 100 pts. especially since under c it states less than 80 points shall be deemed unsafe. I don't believe there has ever been a bus in the Elk River School System that is actually unsafe Further more I believe they should still have the 2 weeks time between inspections to update any defects.

Under the proposed system if you were to have an exhaust system break over the rough roads on the way to inspection the bus would have to be taken off the road until the next inspection date 2 weeks later.

The ratio is completely off.

We certainly would appreciate your help.

Elk River School Bus Operators

Ernest Spicker
George W. Moss
Ray Carson

(1) 20463 Prater Rd
Elk River, Minn
55330
Jan 21-1975

Dear Mr. McEachern -

I am the owner of one 66 passenger school bus at the present time. I have transported children to Elk River schools for over 20 years, since the death of my husband. I do not drive the bus myself, but have a driver.

In regard to the new proposed point system for bus inspection and article C under 5a-FAd 24.

I feel the point system is set up much too high. There are several small and large defects listed under 25 points.

Some of the 25 point defects perhaps could be corrected

to a short time, say a day or so and the bus could be used before the 14 day reinspection.

This would be a great expense for the bus owner not to be able to use his own bus if defects were corrected before the 14 day reinspection.

I am a strong believer of good transportation equipment and my bus has passed the first inspection for several years.

I believe some changes could be made in regard to this new proposed system.

Thank you

Sincerely

Mrs. Quentta Malmstrom

16330 Hwy 10 N.W.
Elk River, Minn 55330

Mr. Robert McEachern
St. Michael, Minn.

Dear Bob,

We feel that the 25 point deductions on many of these are to high - as some of these could happen on the in coming route & if as stated bus couldn't be used at nite before another inspection by an official.

We feel the point system is to severe and not a good way to go.

Also the below 80 would realy hit - if couldn't be used

at all before another inspection.

Yours truly,
Erwin Specht.

January 20, 1975

Mr. Bob McEachern
District 18B Representative
601 N. Walnut
St. Michael, Minn. 55376

Re: Saf Ad 20-24 - Issuance & Display of School Bus Inspection Certificates

Special Attention to Saf Ad 24 (c) - Method of Inspection

Dear Mr. McEachern,

Today I received a copy of your letter & the information you sent regarding the "notice of hearing" about revisions to existing school bus inspection regulations, etc.

As a bus owner for Elk River Indep. School Dist. No. 728, I wanted to let you know my feelings about these bus inspection regulations. [redacted] To my knowledge [redacted] are taking care of the situation in a satisfactory manner. [redacted]

If the proposed rules are put into effect [redacted]

[redacted] there would be many problems involved in its handling that have no effect whatsoever on the safety of the children.

[redacted] I have no wish to have children transported in unsafe vehicles, but [redacted]

Thank you for any help you can give us in getting this rule thrown out.

Yours truly,

O. C. McBroom

Jack Deaton

[redacted]

EXHIBIT II

NCITE NORTH CENTRAL SECTION - INSTITUTE OF TRAFFIC ENGINEERS

Room 815 State Highway Building
John Ireland Boulevard
St. Paul, Minnesota 55155

January 21, 1975

Mr. Edward G. Novak
Commissioner
Department of Public Safety
State Highway Building
St. Paul, Minnesota 55155

Dear Mr. Novak:

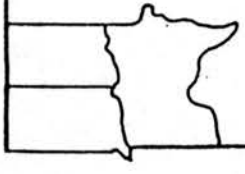
The North Central Section - Institute of Traffic Engineers, composed of professional and sub-professional persons working in the field of traffic engineering, wishes to present two resolutions pertaining to the proposed school bus inspection point system.

Sincerely,

Douglas H. Differt

Douglas H. Differt
President

Enclosures:
2 Resolutions



RESOLUTION 1

WHEREAS: The North Central Section - Institute of Traffic Engineers has among its stated objectives to "consider local transportation and traffic engineering problems";

WHEREAS: School bus safety is an integral part of the overall picture to provide safe and efficient transportation to all persons;

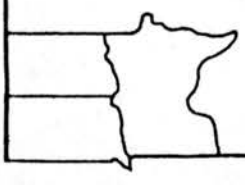
WHEREAS: A mandatory semi-annual school bus inspection with a point system for evaluating vehicle defects will provide a quantitative means of determining the safety operation of school bus equipment.

THEREFORE: Let it be resolved that the North Central Section - Institute of Traffic Engineers endorses the concept of a proposed point system for evaluating the safety operation of school bus equipment.

Adopted January 23, 1975

Douglas H. Differt

Douglas H. Differt
President



RESOLUTION 2

WHEREAS: The availability of a fire extinguisher as a life-saving instrument is of primary importance on a school bus;

WHEREAS: The proper operation of the heater-defroster is of equal importance with the windshield wipers in assuring proper vision for the driver.

THEREFORE: Let it be resolved that the North Central Section-Institute of Traffic Engineers recommends the point value for a fire extinguisher (item 30) and the heater-defroster (item 45) be raised to 25 points.

Adopted January 23, 1975

Douglas H. Differt
President

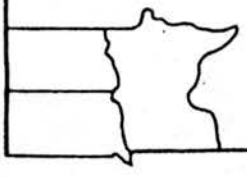
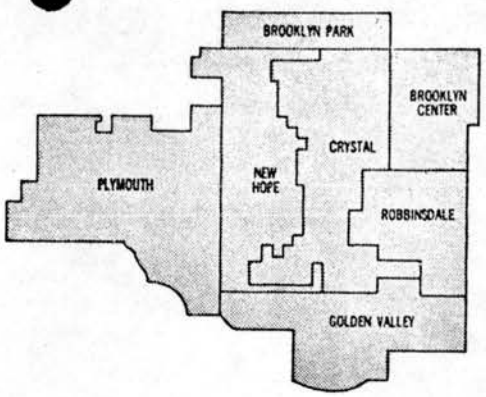


EXHIBIT III

INDEPENDENT SCHOOL DISTRICT 281

4124 WINNETKA AVE. NO. • MINNEAPOLIS, MINNESOTA 55427
PHONE 612 — 533-2781



February 10, 1975

ROBERT A. LARSEN
SUPERVISOR OF TRANSPORTATION
AND CENSUS

To: COMMISSIONER of PUBLIC SAFETY
State of Minnesota

Subject: Public Hearing, Response to
M.S. 1971 Section 15.0412, subdivision 4

conducted by Assistant Commisioner Phil IVERSON on January 24, 1975, Conference Room A of the Veterans Service Building, 20 West 12th Street and Columbus Avenue, St. Paul, Minnesota.

Panel members: Major Richard LUECK and Sgt. Ralph CHURCH Minnesota State (Highway) Patrol.

additional "Subject" terminology: SCHOOL BUS INSPECTION and the much discussed 2-defroster fan topic.

1. I heartily approve the 'principle' of the new School Bus Inspection and I do hope we all give it a fair and unbiased "launching" !

2. I am writing to again voice my strong conviction re: the retention of the 2-defroster fan system requirement on Minnesota School Buses. Since 1967, this regulation (approved by a state-wide Advisory Board on School Bus Specifications) has been and should be a MINIMUM Standard in this state when one considers the climate and the number of days of high humidity and cold weather operating.

The SAFETY of the kids certainly warrants all the help and protection we can possibly give to the driver of a school bus, i.e. 'unobstructed vision out of clear windows' comes under this topic !!

3. Mention was made of the term "adequate defroster systems" - we all know this is a 'loosely defined' expression and easily abused.

I am speaking as a Public School official who is hand-cuffed with the "LOW BID" requirements. We need the protection of the MINIMUM STANDARDS just to get "minimum equipment".....a contract operator is in a position to buy any kind of bus and equipment he wishes, and is able to tell the salesman what he wants. A Public School Official doesn't have this freedom and is at the mercy of the "LOW BID" situation. Many of the MINIMUM STANDARD Requirements are stretched.

Also, because of budget requirements, we in the Public Schools do have to retain buses beyond the 7-year-national-average life-span (and are expected to; look at the depreciation schedule); many buses in our fleets are 8 to 10 years old and still operating on regular routes.

(cont'd)

Replacement cost of an "adequate defroster system" is much more expensive (figuring time and material) than replacing a small defroster fan.

I do not feel we should be forced to sacrifice the SAFETY, help and assistance of clear front area windows that drivers need and that we currently get from the 2-defroster fans for a 1-fan less effective system.

I would like to cast my vote plus about 120 additional votes for each of our ROBBINSDALE AREA SCHOOL BUS DRIVERS, for keeping what we have (and have had since 1967), a 2-defroster fan system. And, to await an in-depth study by a state-wide Advisory Committee on School Bus Specifications.....if a change is found to be necessary.

We all know that on many current operating school buses, the so-called "adequate defroster systems" are not so adequate ! I am speaking of all six school bus bodies - not just one ! You have only to watch a school bus fleet pull into any school unloading area to check the effectiveness of the various makes and systems.

4. I'm sorry to have to dwell at such length on this subject, but my school bus drivers have expressed to me on many occasions the need for clear windows.....and.....when the "man behind the wheel" feels this way, I feel it is my duty to give him all the help and support I can. Let's not jeopardize this important SAFETY aspect of school bus driving !

Officially and 'un-officially' I sincerely sign my name,

R.A. "Schoolbus Bob" LARSEN, Supervisor
Pupil Transportation Services
ROBBINSDALE Area Schools
4148 Winnetka Avenue North
Minneapolis, Minnesota 55427

Bob Larsen

cc: Major LUECK
Sgt. CHURCH
G. PAVEK

p.s. for what its worth: I speak for myself as a local Public School Bus Fleet Supervisor as well as President of the NATIONAL ASSOCIATION for PUPIL TRANSPORTATION:

I would like to commend Major LUECK, his superiors and his Staff of Troopers in the Minnesota State Patrol for the excellent, cooperative and enthusiastic attitude and support theyexhibit. We in Pupil Transportation (Drivers, Maintenance people and Supervisors) need this and all the help we can get; it's always a pleasure to lend any little assistance we possibly can to help the program. ral.

EXHIBIT JJ



State of Minnesota

HOUSE OF REPRESENTATIVES



January 15, 1975

MEMORANDUM

TO: EDWARD NOVAK
COMMISSIONER OF PUBLIC SAFETY

FROM: TOM MANGAN
HOUSE OF REPRESENTATIVES - DISTRICT 19B
ROOM 346, STATE OFFICE BLDG.

RE: PROPOSED RULES ON SCHOOL BUS INSPECTION

I will not be able to attend the hearing on January 24, 1975, but I appreciate the invitation.

In discussing the proposal with Lyle McCloskey, Supervisor of Transportation, he recommends that the certificate be affixed to the window on the driver's side since affixing the certificate to the windshield would impede the driver's vision.

This appears to be good advice.



