

Driving a Bus (Part 4 of 4) - Changing Lanes



By David Millhouser

Editor's Note: In part three of "Driving A Bus" we learned that there are actually a number of factors that can change if our bus goes where we want it to and that includes just going straight. Now, let's learn the best way to do a lane change in your rig.

"The new driver is weaving" the passenger whispered in my pal's ear. Walter had just finished a 24-hour shift and was snoozing in the front seat of a 4104 while the "fresh" driver took command.

Fresh being a relative term, the "relief" guy had twelve driving hours under his belt in another bus before staggering on to Walter's and was changing lanes indiscriminately. Raising an eyelid, Walter mumbled, "Shut up kid, he's just practicing his passing", and resumed his nap.

Let's begin at the beginning. In 1911, Edward N. Hines was following a leaky milk tanker in Michigan when he noticed that it was leaving a white line in the middle of the road. He cleverly figured that painting the line would be more permanent and might serve to prevent collisions. Mr. Hines invented the lane.

Since changing lanes is one of the riskier aspects of driving, it seems worth exploring. There are two kinds of lane changes... accidental, and deliberate.

Several things may initiate inadvertent lane changes. Blown tires, hydroplaning, wind gusts, falling into a coma, or just not paying attention. Hydroplaning is a personal favorite. At speed, it can cause a steroidal lane change that sweeps



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