

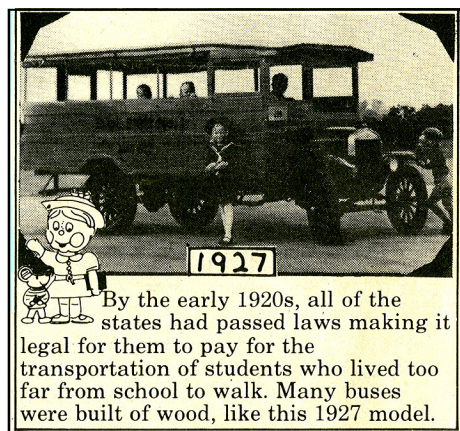
NNHS NEWS LETTER

Northville Northampton Historical Society

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Editor
Gail M Cramer



SCHOOL BUSES AND SCHOOL BUS DRIVERS



A TRIBUTE AND THANK YOU TO ALL OUR SCHOOL BUS DRIVERS

When was the last time you thanked your child's school bus driver for getting your child or grandchild to school safely? A school bus driver is more than just a "driver". They care about each and every child that boards their bus. They are encouragers and comforters, a friendly face for a scared kid on their first day of school, they have kind words that can make the day for a child, they listen to the children's stories, some sad, some funny, some things that maybe shouldn't be told, or it's my birthday today. Do you remember your bus driver's name? Mine was Frances Rhodes

In addition to their regular runs, they take sports and field trips and sometimes over night trips. They have to keep track of up to 66 passengers, 7 mirrors as well as many different switch settings, gauges and levers and operate them all at the proper time, while watching traffic and being aware of all the children on the bus, and getting them on and off too.



The History of School Buses

When the one room school houses were consolidated with larger schools, such as our Union Free School on South Main Street (1887), the students in rural areas needed to be transported to school. At first local people offered their services with cars, buggies etc and were paid so-much a mile.

It was in 1939 the school bus "yellow" was adopted. Some of our buses were gray and some brown. It wasn't until the mid 1950's that all the Northville buses were finally painted yellow.

In the mid 1940's most states had traffic laws requiring motorists to stop for school buses while

children were loading or unloading.

1967 a study of school bus safety resulted in installing seat belts and high back seats. Seat belts are still not a requirement for the children to wear, but the belts are available in all buses.

In 1973 the Rehabilitation Act enacted by Congress mandated nondiscriminatory treatment of students with disabilities. It required that transportation be provided in a manner that gave disabled student equivalent access to educational opportunities, thus handicap buses and special bus run were required.

NCS Bus Drivers



KNEELING: Mrs. Edwards, Mr. Lecates, Mr. Ginter, Mr. Weaver. STANDING: Mr. Walton, Mrs. Malec, Mr. Wildermuth, Mr. Bucknell, Mrs. Ginter.



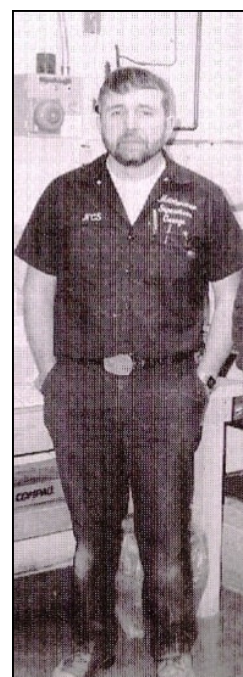
D Weaver, H Edwards, B Crannell, R Mosher



BACK ROW: Mrs. Ginter, Mr. Ginter, Mrs. Ferguson, Mr. Walton, Mr. Lecates. SECOND ROW: Mr. B. Mrs. Whitman, Mr. Weaver. THIRD ROW: Mr. Wildermuth, Mr. Ashcroft.



Bottom Row: MRS. MOSHER, MRS. WHITMAN, MRS. GINTER, MRS. FERGUSON, MRS. WILSON, MRS. EDWARDS, MRS. ZIER Top Row: MR. MOSHER, MR. GINTER, MR. BLOWERS, MR. GROFF, REV. LECATES, MR. EDWARDS, MR. WEAVER.



Bus Supervisor
George Harrington

After searching old year books, interviewing several retired and current school bus drivers for names, I apologize if someone got left out. Let me know if someone is missing from the list

Mike Wilson
Linda Mosher
Rusty Mosher
Francis Rhodes
Betty Ginter
George Horton
Rev. Ed Lecates
E Bucknell
Judy McCullough
Jim Groff
Milt Groff
Dave Morrison
Larry Cramer
Doris Whitman
Dick Weaver
Tina Burdette
Lloyd Smith
Bob Marcellus
John Adsit
Gordon Blowers
Skip Swain
Bill Crannell
Jim Terrell
Homer Edwards
Gerry Wildermuth
Elwood Ginter
Scott Gasner
Eric Daum
Tony Eschler
Fred Fenn
Greg Ellsworth
Edward Shaw
Hicks Fowler
Claude Lipe
Vera Brownell
Herb Wildermuth
Toni Zier
Georgia Jacquard
Rev. Merle Hock
Kathy Warner
Ashley Weddel
Kay Mead
Willard Loveless
George Krehl
Ronald Reu
Wayne Wilson
Lisa Eisertz
Al Lauria
Lillian Davis
Lois Hill
Ron Stone
Sandy Morrow
Charlotte Darby
Rev Earl Hunt
Bob Junquera
Jim Casey
Sheila Stofa
Howard Bradt
Orville Lawrence, Sr.

Homer Edwards and Jim Groff each drove over 30 years...Rusty Mosher drove for 28 years.



BUS DRIVERS: H. Edwards, W. Crannell, T. Zier, J. Groff, B. Ginter, L. Mosher, G. Mosher, D. Edwards, J. Wilson,
MISSING: K. Mead, D. Whitman



2001

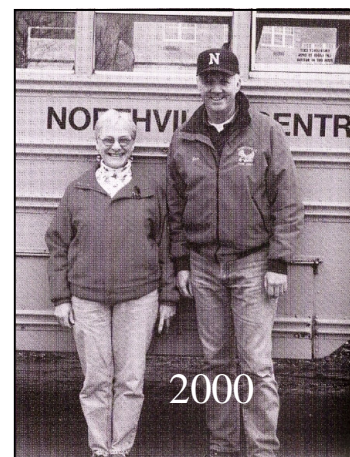
Mr. Mike Wilson & Mr. Scott Gasner, Transportation Supervisor



Bus Drivers

Bottom Row:
 Mr. J. Blowers
 Mr. R. Mosher
 Rev. S. Lecates
 Mr. H. Edwards
 Mr. W. Crannell
 Top Row:
 Mrs. D. Edwards
 Mrs. M. Ferguson
 Mrs. J. Wilson
 Mrs. L. Mosher
 Mrs. T. Zeir
 Mrs. B. Ginter
 Mr. E. Ginter

1975



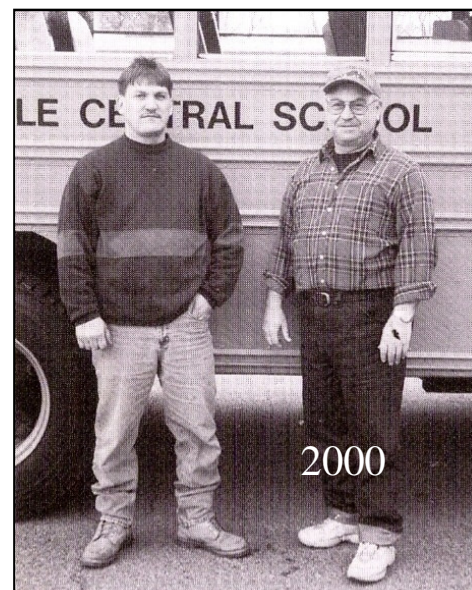
2000

Mrs. Judy McCullough and Mr. James Groff



2001

Bus Drivers : Mr. Dave Morrison, Mr. Larry Cramer, Mrs. Tina Hathaway, Mr. Lloyd Smith, Mr. John Adsit, Mr. Rusty Mosher, Mr. Jim Terrell



2000

Mr. Eric Daum and Mr. "Skip" Swain

AN NCS BUS DRIVER

1971 to 1992

written in 2005 by Bill Crannell

I retired early from the Gloversville Police Dept due to a bad knee injury. I was looking for a supplemental job that would not require a lot of walking or standing. I applied (1970) to NCS to drive school bus. I was told by the office that I would not be able to pass the physical for that job. So, I did odd jobs, painting etc.

In late 1971 I had a knock on my door by the school transportation chief's wife, telling me if I was still interested in bus driving and being as I had a chauffeurs license that they could sure use me. She said that I could get by the physical requirements somehow. I decided to give it a try.

My first driving "run" was filling in for Dick Weaver who was out for an extended period for surgery. It was the Houseman Street - Sacandaga Park run. It was snowing like crazy, I had a ten year old rear engine '62 passenger bus, 55 screaming kids and I couldn't see 100 feet ahead of me. I can still remember thinking "what have I gotten myself into? I don't remember stress like this on the police force, or in the Navy."

I quickly learned that a bus driver has many people to report to.. First the child or student, (tied many shoes, loaned or gave lost lunch money, and listened to many home tales that probably shouldn't have been told.) Then there were the parents of kids "who's kid never did anything wrong", Grandparents, School Superintendent, the Board of Education and of course the bus Driver Supervisor. Keeping all happy could be a real challenge. Of course we got tremendously high wages in those years !!! It helped to be a little "nuts" to get involved it seemed.

I haven't mentioned the snowy, icy roads, trying to stay between the guard rails in real blizzard conditions. We hadn't heard of the two hour delays, we were told to arrive back at school when we could. Often we waited for a plow or the sander and on occasions we used chains.

Many times I had to pull the air brakes on and get off the bus to lift little kindergartners on and off. High seat backs hadn't come in yet and it was easier to watch the kids.

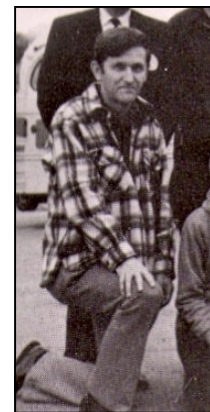
After awhile I was offered my own run. It was to the very end of Hope Falls. I drove a small 15 passenger van and only had 10 or 12 kids. It was an easy run but didn't pay much. Before long I was asked to take over the Seven Hills run. It was longer then, and had four turn arounds, and it paid more. I had a real tired '62 passenger bus #22. The 60 kids were anything but tired and it took me some time to properly control them. There was one kid on the run that at first gave me a rough time. It took awhile but after a few scrimmages we became good friends. There were others too. Yes, I put a kid or two off the bus in route and wasn't fired. We ended up with discipline write up reports, but for the first ten years I handled problem over the phone with pretty good success. When the school said we had to write up reports and go through the administration, it never was as good again. Much got lost in paper work.

I drove this particular bus run (Seven Hills) for 19 years. I was on my second generation of kids by the time I gave it up in 1992. Most of the kids were great, but the unruly kids usually had little or no discipline at home. Many of the "kids" still come up to me today and reminisce about their school bus days.

Another thing to mention was the lack of good buses. We broke down often. We dreaded winter night runs to Cobleskill basketball games, poor heaters and defrosters. I drove many out of town runs with Homer and watched my own kids play ball. We finally got new diesel buses and I guess I wore out 2 or 3 of them. I drove #22, #24, #41, and #51. I later bought #24 from the school, on bid, for \$125. My wife and I used it to sell collectibles out of it on route 30.

When I started driving all that was needed was a drivers license period. Later, all of us had to pass a state CDL test, be finger printed, and attend two bus schools a year. Now there are tougher physical, plus drug testing.

I worked 3 hrs a day in the bus garage with Homer, helping with the cleaning etc. I greatly enjoyed the job, it gave me a feeling of usefulness, but would I do it again????

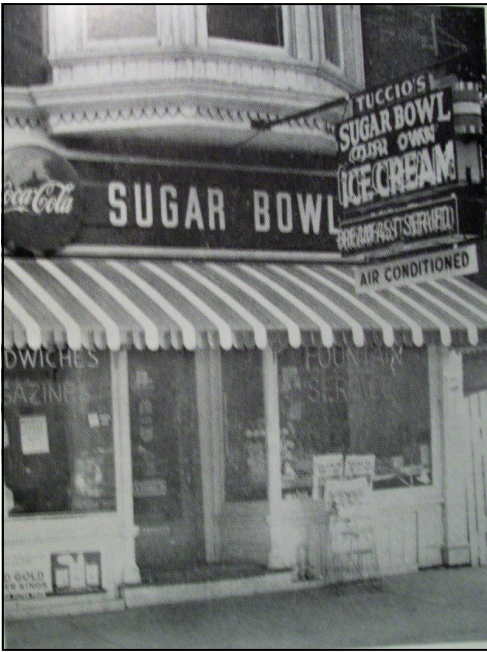


Bill Crannell



1971

THE SUGAR BOWL



The Sugar Bowl was the most popular place in town for the young folks. It was a place to hang out, have some ice cream, a coke, hotdog, hamburger etc and visit with friends. Joe and Betty Tuccio owners and proprietors, opened the Sugar Bowl in 1945. It was located on the south side of the Franklin Wright building . Joe and Betty were loved by all the kids in town. They were never pushovers, they were in control and never allowed any bullying, foul language or rough housing. I remember going there for lunch once a week during lunch hour at school. School lunches were 25 cents and at the Sugar Bowl my friends and I could get a hot dog, a coke and a donut for 25 cents. We had to run all the way there and back so that we'd have time to eat and get back to school on time.

I'm sure there are many many stories that could be told about the Sugar Bowl and how much fun was had there. Did anybody ever think to thank Joe and Betty for their contribution to helping make Northville the small town that it was and hopefully continues to be? A belated thank you, Joe and Betty...your family must be proud. **Let's keep that small town feeling of togetherness, pride, and friendliness that we've always had here in Northville.**

Later the The Sugar Bowl was moved to Bridge Street where it was still popular but became more of a coffee shop for adults as well as hang out for teens.

From Bill Zullo: Some of my fondest memories are the movie theater (with news reels), sledding on Reed Street and the **Sugar Bowl**. *Bill is now the Hamilton County Historian and lives in Indian Lake, NY*

Betty Tuccio



NORTHVILLE FOLKS THAT WE WILL NOT FORGET

Miss Josephine Schuyler B.A, M.A.

1911 - 2001

Miss Schuyler as we "always" called her, was a language teacher and a much respected, proper lady, that was an excellent teacher. She graduated from NCS in 1928, Skidmore College in 1932. She earned her master's degree from Columbia University in 1943. She also took some courses at McGill University and Syracuse University.

Her first teaching position was in Verona High School from 1932 to 1935. Transferred to Margaretville High School 1935 to '36. 1936 She moved back to Northville and taught Latin, French, English and Library from 1936 to 1952. She left NCS for one year (1952 - 53) for the position of Elementary Library Supervisor in Hyde Park Schools.

She returned to Northville in the Fall of 1953 and taught Latin, French and (English 1 year). The last I find her at NCS is in the 1970 NCS year book . Her picture is not in "71, '72, '73 etc.





**Thought you'd enjoy this!
It's one you want your Children and Grandchildren to read.
They won't believe this happened, but it DID.**

Harry & Bess

(This seems unreal.)

Harry Truman was a different kind of President. He probably made as many, or more important decisions regarding our nation's history as any of the other 32 Presidents preceding him. However, a measure of his greatness may rest on what he did after he left the White House.

The only asset he had when he died was the house he lived in, which was in Independence Missouri . His wife had inherited the house from her mother and father and other than their years in the White House, they lived their entire lives there.

When he retired from office in 1952 his income was a U.S. Army pension reported to have been \$13,507.72 a year.

Congress, noting that he was paying for his stamps and personally licking them, granted him an 'allowance' and later, a retroactive pension of \$25,000 per year.

After President Eisenhower was inaugurated, Harry and Bess drove home to Missouri by themselves. There was no Secret Service following them.

When offered corporate positions at large salaries, he declined, stating, "You don't want me. You want the office of the President, and that doesn't belong to me.. It belongs to the American people and it's not for sale."

Even later, on May 6, 1971, when Congress was preparing to award him the Medal of Honor on his 87th birthday, he refused to accept it, writing, "I don't consider that I have done anything which should be the reason for any award, Congressional or otherwise."

As president he paid for all of his own travel expenses and food. Modern politicians have found a new level of success in cashing in on the Presidency, resulting in untold wealth.

Today, too many in Congress also have found a way to become quite wealthy while enjoying the fruits of their offices. Political offices are now for sale (ie. Illinois).

Good old Harry Truman was correct when he observed, "My choices in life were either to be a piano player in a whore house or a politician. And to tell the truth, there's hardly any difference!

We ought to have cloned him for telling it like it is and being frugal with our tax dollars!