

## Chapter Five

### Transportation

**Moved that the “following transportation rate be adopted. For students living within the limits of Valley Stream Central High School district to any public school within said district for any distance up to one half mile fifty cents per student, for distance one half up to 1 mile seventy five cents per student, for distance 1 mile to one half mile \$1.00 per student for distance one and one half to 2 miles \$1.25 per student, for distance 2 miles to two and one half miles \$1.50 per student for distance two and one half miles and over \$1.75 per student.”<sup>1</sup>**

The district supplied transportation in the early years of this century. The west-end of the district, which eventually became District Thirty, was the recipient of this early transportation.

“A motion adopted Car fare payment for carrying children from Western End of District will begin Oct. 1<sup>st</sup> 1913.”<sup>2</sup>

“it was agreed to give transportation to the pupils residing at the western end of the district and only to those that had received it during the school term of 1914-15”<sup>3</sup>

“Motion made (Mr. Buck) and carried to pay carfare to children on stormy days beginning Nov. 15<sup>th</sup>, 1917 fare to be left to the judgment of [principal] Mr. Ryon.”<sup>4</sup>

In 1925 a delegation of residence was given an immediate hearing after the receipt of their letter requesting “transportation for children living in the new Gibson section.”<sup>5</sup> The “request that the board supply some means of transportation for the children living at a distance from the school” was laid on the table. Three years later

---

<sup>1</sup> District 24 Minute Books, March 19, 1946 at 13.

<sup>2</sup> *Ibid.*, September 30, 1913.

<sup>3</sup> *Ibid.*, December 21, 1916.

<sup>4</sup> *Ibid.*, November 5, 1917.

<sup>5</sup> *Ibid.*, September 8, 1925.

another transportation letter was recorded. The clerk responded with the note, "will be given earnest consideration."

"Letter from Citizens party relative to conditions which prevail at the present time of children who have to cross the tracks to get to school when coming from Gibson section." Clerk answers letter.<sup>6</sup>

The issue of bus service, how neighboring districts handle the situation and the legal authority of the board to provide this service without voter approval were addressed at the end of 1925.

"The Board granted, Messer's Rausch and Messer's white, the privilege of addressing them, with reference to securing of bus service for children living any great distance from school. Trustee Kondla assured them that everything possible was being done in this direction. But that the board had to await ruling from district Superintendent W.C. Mephram, and until such time the Board would be unable to settle this situation."<sup>7</sup>

"After quite a discussion on the subject a motion was made by trustee Buck seconded by Van Tassell, directing the clerk to write the neighboring schools what they consider a reasonable distance from their schoolhouse, also asking them what they do in regard to transportation for children living a great distance from the school, also have they an established distance which they consider to far for children to travel to school."<sup>8</sup>

"Clerk read the communications from the Lynbrook Public School, School District No. 10. Town of Islip, Public School No. 38, Queens and the Rockville Centre Public Schools. Relative to manner in which they transport their children to school.

"Trustee Buck reported that he had been in touch with Elmont, Franklin Square and Uniondale schools. Relative to means of transportation. They furnished children living any great distance from schools, and was advised that they transport children living two miles or more from schoolhouse.

"Trustee Wright reported that Malverne formerly furnished free bus service for their children, but had withdrawn same due to fact that too many accidents had occurred, as children would jump off and on while bus was in motion."

Buck suggested they form a committee and get a petition "by 15 taxpayers" to add \$ for trans to next years budget.<sup>9</sup>

---

<sup>6</sup> *Ibid.*, September 20, 1928.

<sup>7</sup> *Ibid.*, October 13, 1925.

<sup>8</sup> *Ibid.*, November 17, 1925.

<sup>9</sup> *Ibid.*, December 8, 1925.

The board maintained that they must receive a petition “by 15 taxpayers” for a special meeting to add transportation to the budget. This was not done at the time.<sup>10</sup>

There are only two references to regular transportation during the decade of the thirties.<sup>11</sup> One came in the beginning and one at the end of the decade. The first indicates that there was no bus service maintained by the district and the second alludes to the fact that the district was looking into some form of transportation.

“Letter from Walter B. Uffert requesting specifications as to bids for Bus line service in the schools.” Motion that Clerk write “advising him that we did not maintain a bus service in our schools and to refer him to District 30 of Valley Stream.”<sup>12</sup>

“When a parent spoke about bus service, “Mr. Birck advised him that this matter was already under consideration and that he expected results before long.”<sup>13</sup>

Nothing much materialized in relation to transportation in the district until 1941. At this time the Board went “on record as favoring amending Section 503 paragraph 1 & 2 of the education law to make permissive Transportation to non public school.”<sup>14</sup> During the forties only special need students received transportation. This is illustrated in a 1943 letter requesting “transportation for a child who had lost a limb.”<sup>15</sup> A transportation rate was developed for these special need students.

---

<sup>10</sup> *Ibid.*, February 9, 1926.

<sup>11</sup> During the thirties there are a few cases of special need students being driven by the attendance officer to our schools, Malverne and District 30.

<sup>12</sup> District 24 Minute Books, July 15, 1930.

<sup>13</sup> *Ibid.*, January 21, 1936 at 101.

<sup>14</sup> *Ibid.*, February 18, 1941 at 191.

<sup>15</sup> *Ibid.*, September 21, 1943 at 239.

Moved that the “following transportation rate be adopted.  
For students living within the limits of Valley Stream Central High School district to any public school within said district for any distance up to one half mile fifty cents per student, for distance one half up to 1 mile seventy five cents per student, for distance 1 mile to one half mile \$1.00 per student for distance one and one half to 2 miles \$1.25 per student, for distance 2 miles to two and one half miles \$1.50 per student for distance two and one half miles and over \$1.75 per student.”<sup>16</sup>

In 1951 the board went on record opposing Bus transportation.<sup>17</sup>

---

<sup>16</sup> *Ibid.*, March 19, 1946 at 13. Another transportation rate was adopted at the November 1, 1949 meeting.

<sup>17</sup> *Ibid.*, June 19, 1951 at 191.