

SAILING, SAILING OVER THE RAIN GUTTER WHITE

POST PHOTOS/CHARLOTTE BARTIZEK



Ahoy Mateys, it was time for the Cub Scout Raingutter Regatta Saturday, and dozens of young sailors turned out. The competition requires that all boats be made from a similar kit, with hull shaping and sanding at the discretion of the contestant, who also supplies the wind power.

In top series of photos, Fr. John Lambert decided the winner in a race between Julian Bartorillo, left, and Michael Supczenski. As Fr. Jack pointed out, Michael was the winner. At far left, Michael Supczenski, left, and Casey Baldwin checked out the entries. The winners, near left, Alex Gionta, left, first place; Robert Baur, center, second; and Christopher Taylor, third. The top nine finishers go on to the district competition next month.

Marjorie Brown turns grief to action, presses for bus safety

By KYLIE SHAFFERKOETTER
Post Staff

DALLAS - Ever since her son, Mitchell, was killed by a school bus on Oct. 30, 1992, Marjorie Brown has worked non-stop to prevent similar tragic accidents.

Mitchell was hit by a school bus shortly after he got off it near the intersection of Pioneer Ave. and Holcomb Rd. in Shavertown. Brown believes her son's death could have been prevented if the bus had been equipped with a crossing control arm.

Brown has been diligently writing letters to state representatives, schools and organizations for more than five years. Her goal is that every school bus be equipped with the arms.

The crossing arm swings out

six to eight feet in front of the bus when the bus is stopped. Since children will have to walk around the arm, the bus driver will see them cross and know when it is safe to move the bus forward.

Brown has established contacts with state representatives over the years and they keep her posted on any new developments in legislation concerning bus safety. Recently she was informed that the Senate Transportation Committee unanimously adopted an amendment that authorized school buses to have crossing arms beginning Jan. 1.

The amendment also would mandate that all buses have crossing arms by July 1, 2000.

This legislation still must be considered by the entire Senate and the House of Representatives.

"The state officials are really concerned," said Brown. She mentioned that representatives George C. Hasay and Phyllis Mundy, and senator Charles D. Lemmond, have all made contact with her and showed great interest in this issue.

Brown has been involved with many organizations in the area. She attended Safe Kids of Luzerne County conference last year. "They are a nice group of people. They used grant money on school bus safety," she said.

In 1992, the Dallas School District purchased and installed some crossing arms with grant money. It costs \$210 for one crossing arm, not including installation, said Michael Speziale, asst. superintendent.

Currently, each of the district's

42 buses is equipped with a crossing arm, said Susan Farr, transportation advisor.

Lake-Lehman also holds bus safety lessons for their students at the elementary school level. Some of the district's 42 buses have the crossing arms. They were installed by the contractor

at no cost to the district.

Brown has learned that many people share her concern with bus safety. "Many more people seem to be becoming involved," she said.

She urges people to support the Senate Transportation Committee's amendment to in-

sure all school buses will be equipped with crossing arms by July 2000. To voice your opinion, write J. Doyle Corman, chairman, Senate Transportation Committee, Senate Box 203034, The State Capital, Harrisburg, PA. 17120-3034. This is House Bill 433, Printer's Number 2621.



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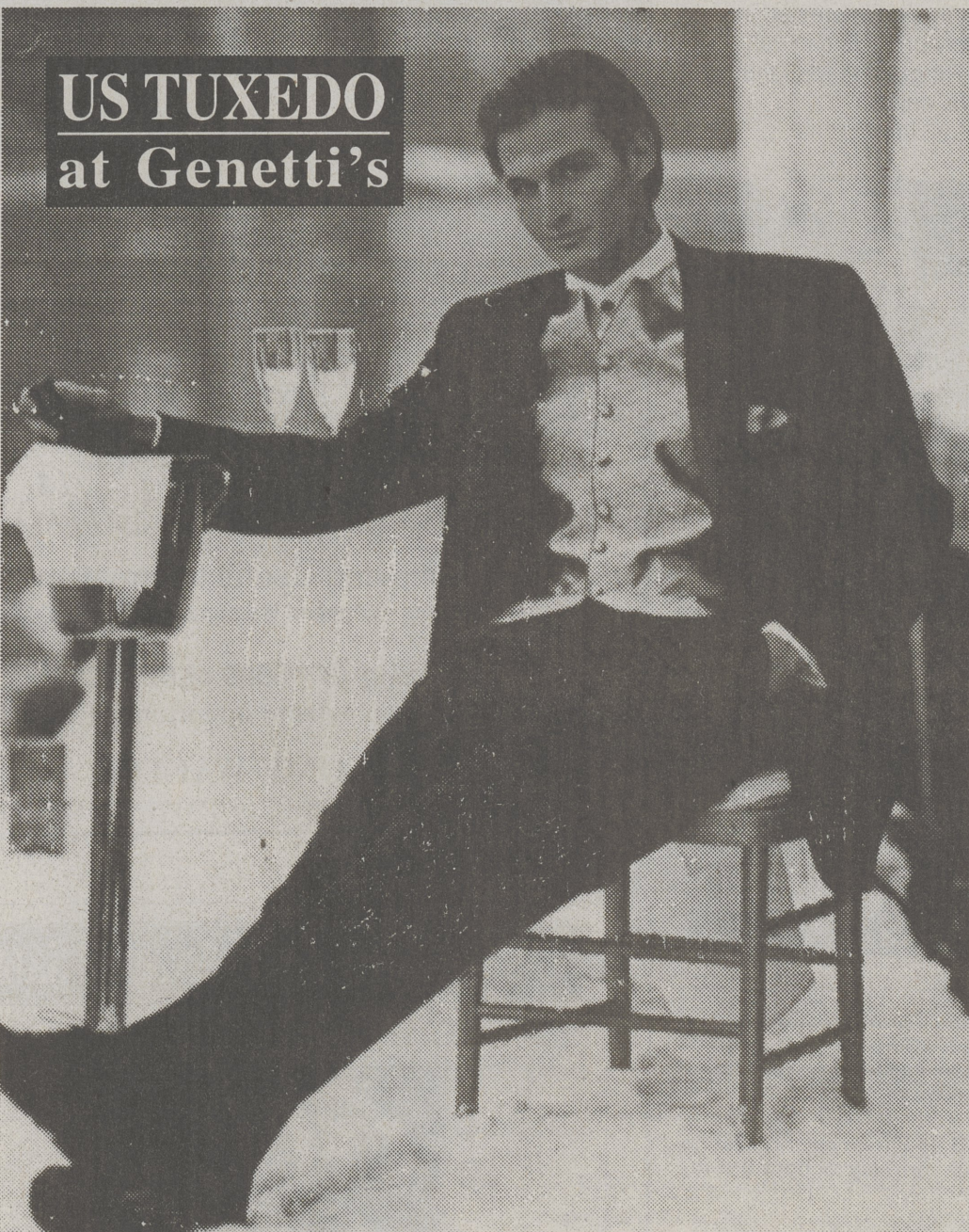
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