

# Greenville Local History Group Newsletter

September 2008, Issue 186

Share Session

A very comfortable 70°, September day, with a cooling evening, awaited this month's attendees: Harriett Rasmussen, Jeannette Rose, Phyllis Beechert, Krista Haushalter, Walter Ingalls, Larry & Dot Hesel, Bob & Marie Shaw, Allyn Shaw, Stephanie Ingalls, Christine Mickelsen, David & Judy Rundell, and Don Teator.

The major part of the share session was Don's slide show of twenty aerials that Deb had taken in the spring. Don labeled some of them easy (attendees had to identify them to be called Greenville-ites, or, is it, Greenvillians, which sounds more sinister), medium, or impossible. Almost everyone got the easy ones, although aerials are not the type of photo one sees everyday. Reproduced later is an aerial of Greenville and one of Norton Hill.

Other aerials included the golf courses, Freehold, and a few other spots. The impossible shots showed a landslide on the Basic Creek that was endangering a barn, O'Hara's Corners, and a massive "machinery collection" in Freehold.

Harriett brought in a photo that showed her house in its early days, an interesting comparison to go along with the aerials.

Harriett also read the Ray Beecher article about a clippings album that Ray thought went to a Covenhoven, which meant Harriett dug through all her clues to prove Ray correct, and to make more connections with the Covenhoven family. (The farmstead is perched on the hill across from Doug

Stanton's house, north of Greenville on Rt 32, between Creamery Road and Albany County Rt 406.

Harriett mentioned Ray's reference to the Helen Brown album donation to the Greene County Historical Society, as well as noting a reference of drawing straw to the Woodstock Dam, that reference coming from one of the diaries.

Next month (October 13 – Columbus Day Monday), our program will be Ted Hilscher slide show of "Lost Catskill." I have seen a couple different presentations of this and believe you will be fascinated by a Catskill that has changed considerably over the years. We will try to start close to 7:30, and I will advertise that light refreshments will be available. If anyone would like to help out with refreshments, let me know; so far, one volunteer has already stepped forward.

I am assuming calendars will be available by this coming meeting. If you would like to purchase a calendar (if available), come a few minutes early so that we don't intrude on the Hilscher presentation.

Reproduced later is one article from the Times Union about the Freehold gliders.

I crossed paths with Rosemary Lambert who says hello to everyone and wishes she could get to meetings.

I will put notice of the next program in the papers; of course, feel free to invite someone.

Take care,





Norton Hill: former GNH on left, church on right,  
North Rd going to top of photo



Greenville, along Rt 32: GCS on left, Country Estates on right,  
park in center, Ingalside in top center (yes, Ingalside Rd)

# Greene Gleanings

By Raymond Beecher  
Greene County Historian

The practice of framing diplomas for office or home displays harkens back at least to the mid-nineteenth century when more youthful scholars became graduates of a high school. If the family could afford to meet college costs, there would be additional.

Today many diplomas are in book format and there is no need to find wall space for such hangings.

Professional men and women often hung diplomas in their offices to reassure clients and patients they were placing themselves in the hands of qualified individuals who met state requirements.

Sooner or later as the diploma graduate passes on, and employment location dictates the sale of the family home, what to do with framed diplo-



mas of an earlier generation becomes a problem. Sometimes the family manager to hold on to these possessions for

their generations have little interest in providing wall space. Thus, historical societies come into the situation. While the staffs cannot promise permanent display space for public viewing they frequently call upon their collection reserves for special displays.

It is with this understanding that the Greene County Historical Society recently accepted a shipment of family items from Kenneth Bott Jr. of Chapel Hill, N.C. It included

Dr. Kenneth F. Bott's framed St. Lawrence University diploma and his fellowship diploma. Then there was a piece of medical equipment he used to judge the strength of the patient's heart and also two commemorative bowls, Provost Manor House (Hush, Hush).

I well recall as a youngster then living in Greenville of Dr. Kenneth Bott's arrival in that village and more or less taking over the patients who had long been treated by Dr. Bradley McCabe. It was a time when doctors made house calls and Dr. McCabe's vehicle could be seen at various times traveling the back roads to isolated farm houses. His fees had not been raised for sometime.

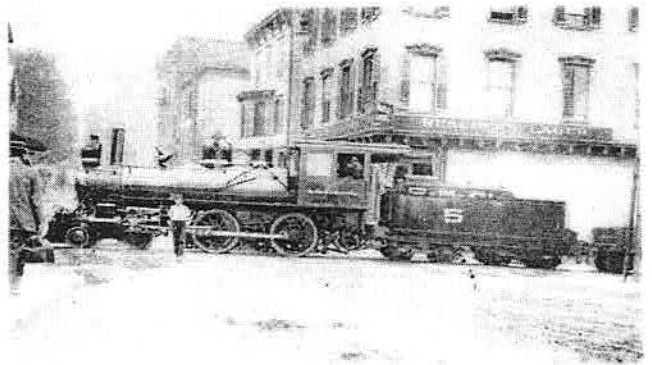
When Dr. Bott had become a replacement for Dr. McCabe he found himself called out to a somewhat isolated residence.

When he had checked out the patient and left some medication the patient asked what Dr. Bott's fee was. Dr. Bott smiled and said, "Just give me what you gave McCabe." With that the patient reached into the family till and brought out two quarters. It did not take long for that story to become part of Greenville Township lore. I passed it on to his son in my letter in September.

Dr. Bott would marry a grade school teacher, Eva Button. Thereafter he became very active and well respected in the various aspects of Greenville Township's life.

I am certain some of my column readers may well have looked at the Dr. Kenneth Francis Bott diplomas in his Greenville inner office. A little more local history preserved.

**Previews of photos for Catskill program:** *Left:* Officer Reilly teases the Dietz sisters outside Mr. Davis' store at the corner of Main and Bridge. Note the Courthouse on the far right and the sign at the top "Drink Davis' Coffee and Live Forever." *Right:* Catskill Mountain Railway steam train crossing Water Street at Bridge.



# On quiet flights of fancy

No engine, no gas, no problem for glider pilots after "pure" experience

By **SCOTT WALDMAN**  
Staff writer

**FREEHOLD** — "There is only one way for man to truly soar like a bird: in a glider.

Clouds become streets and a vulture circling in the blue sky is a guide to the best ride. To a glider pilot, the Catskills are green-tipped waves waiting to be surfed.



Learn how a glider pilot stays up. <http://timesunion.com>.

In an era in which \$4-a-gallon gas is becoming a bargain, members of the Nutmeg Soaring Association are as fuel-efficient as they come; no engine and no gas.

The local group is part of the Soaring Society of America, which has grown to 12,000 members who fly the "green" way.

Well, there's a little gas used

since gliders need a 5-minute tow from a plane to get to the heavens. But the former crop-dusting airplane used by the 42-member Freehold-based group uses a mere eight gallons of automobile gas in an hour and can tow up to four gliders in that time.

The length of a flight depends primarily on weather conditions and the pilot's ability to read air currents.

"For a glider pilot, altitude is just like gas in your car," club member

Please see **GLIDER A5** ▶

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Pete Whitbeck said.

Glider pilots compare the experience to being in a sailboat, when they can feel the wind and get close enough to mountains to see the leaves on trees. Whitbeck said it is a more "pure" experience than in a plane.

The use of gliders for sporting gained popularity after World War I, though humankind's first efforts at flight were in primitive models that never got too far off the ground. They were arguably first successful in the early 19th century, though some scholars contend that a glider appeared in

Moments before, he had been up in the air, climbing to 6,500

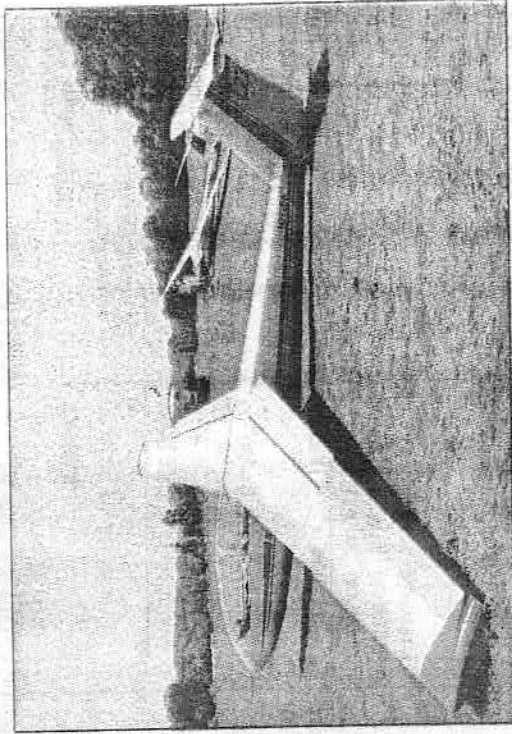
China sometime in the 5th century B.C.

Modern gliders are sleek and slim and cost from about \$10,000 to well over \$60,000.

Nutmeg is looking for more members. The group owns six gliders and two tow planes, as well as the Freehold Airport. An annual membership costs \$800, with each tow priced at \$35, and trial memberships are \$140. No experience is necessary, as the club's experienced members are certified to train rookies.

More information on Nutmeg, including how to join the association, can be found at <http://www.nutmegsoaring.org>.

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SCOTT WALDMAN/TIMES UNION

**A TWO-PERSON GLIDER** sits at the airport before being moved to the runway where it will be towed into the air by another plane.