

Truck station hearing

(Continued from Page A24)
because of the flexibility, security, greater effectiveness and possible reduction in personnel."

The Department said they "strongly considered" constructing the weigh station at the existing eastbound roadside rest, located east of Rehersburg. However, they pointed out that at this site three or four additional acres of farmland would be required and the site is abutted by about a dozen homes.

The site that the state selected as their first choice is Site No. 5, located between Strausstown and Shartlesville. This site would involve a two-directional weigh station with scales on opposite sides of the four-lane highway. Penn DOT pointed out it already owns 20 acres on the westbound side and would only purchase an additional 5 acres on the north side of the highway. The full 25 acres would need to be purchased on the eastbound side.

This additional farmland involves Class II and IV soils, which is only "marginal" prime farmland, according to Penn DOT's press secretary.

When questioned as to whether Penn DOT had submitted the proposed weigh station plans to the Department of Agriculture's condemnation review board, the District Supervisor said Penn DOT's attorneys have suggested this would not be necessary in this case.

Penn DOT also has not submitted any erosion and sedimentation control plans, as required by state law, to the Berks County Conservation District for review. According to a Penn DOT spokesman, these plans will be submitted within the next 6 months when the final design package is completed.

Sewerage disposal plans were recently turned down by the Upper

Lapheoken township supervisors, according to board chairman Kenneth Grimes.

"The plans they submitted involved an elevated sand mound design," he explained. "We turned it down because we don't want the weigh station in our rural area. It contradicts our township planning."

Grimes, whose father's farm would lose about an acre of land to the proposed weigh station, explained that the selected site is presently zoned either low density residential or agriculture preservation. This zoning was adopted Nov. 8, 1976.

The land owned by Penn DOT presently for the rest area that was never built is zoned ag preservation. This zoning permits single-family dwellings, home businesses, woodland and game preserves, fish hatchery, and municipal uses, such as a township building. Under a special exception provision, a veterinary office would be permitted.

Under the low-density residential zoning, all agricultural uses would be permitted, along with single-family dwellings, home businesses, municipal uses, and parks.

No where, pointed out Grimes, are there provisions for weigh stations.

One of the biggest questions in the minds of the farmers present at the meeting was whether or not trucks would be able to bypass the weigh station by leaving I-78 and running old Route 22 — a two-lane secondary road.

The Penn DOT representatives assured the local citizens that "mobile teams with portable scale equipment will be utilized on the bypass routes to discourage deliberate bypassing of the permanent weigh stations." They also suggested the township post for "no trucks" and have bridges

Penn DOT weigh station

(Continued from Page A24)

to pay interest on the money they owed the Deisamans.

After the legal ordeal had ended, the Deisamans once again gave a sigh of relief and looked forward to getting their farm and lives back in order. But, their respite was short-lived.

This past September, another Penn DOT letter was in the Deisaman mailbox. According to Deisaman, this was the straw that broke the camel's back.

The state informed the farm family, which now included their son Stanley who had taken over the dairy operation, that they are intending to build a truck weigh

and safety station along I-78. Their preferred site, they stated, would involve 'buying' an additional 15.7 acres of land from the Deisamans. This would be taken off the south side of the highway.

"If they do this, we'll have no room for cows," exclaimed Grace. "They'll take our meadow land. We'll have to sell the cows."

According to the preliminary plans received by the Deisamans from Penn DOT, the weigh station would extend to a point only 150 feet from the heifer barn. And, said Deisaman, the grading plan would leave a 25-foot high bank at the boundary.

"About the only thing that will be

good for is growing groundhogs," he laughed.

Although the decision for the weigh station has not been finalized (see accompanying story), the likelihood of the state changing its intentions seems slim. Even in the face of this further dissection of their farm, Deisaman said he is not bitter.

"I understand they've (Penn DOT) got a job to do. But they could do a better job, especially at settlement," he stated. "They're going to have to come up with a good price because this time we're finished."

"For a man with plenty of acreage, selling land to the state might be beneficial. But, thinking back, if I had farmed this whole farm for the past 30 years since the highway was built — or for the past 40 years before the highway took our land — I would have been financially better off."

What will the new year bring for the Deisaman dairy farm? It's hard to say. But Deisaman, along with neighboring farmers, is planning to try to stop the weigh station from being built on the land.

If it does come to pass, Deisaman said he won't be able to hold on — not with only 25 acres of land — half the farm he and Grace worked for and built their dreams on. This will be the last time Penn DOT will take their land — next time it will belong to someone else.

inspected and posted for weight limits.

Grimes questioned whether the state had sufficient police to patrol the bypass routes during the 40 hours each week that the weigh station is in operation.

"I spoke to Trooper William Bandholz from Hamburg who told me there are only two state police patrolling I-78 between New Smithville to the Lebanon County line at night," Grimes stated. "If there is no bypass deterrent, there will be a traffic hazard on old Route 22. Besides, there's no place to pull a truck off the road safely. And, if Penn DOT stops all trucks on that road like they say they will, and it takes 5 minutes to weigh each truck, traffic will be backed up for miles."

Grimes also noted that last year Penn DOT increased the weight limit for trucks on all highways. "If it's so hard on the roads, why

did they raise the weight limit?" he asked. "Heck, there aren't enough state police on this road to enforce the speed limit. And now they want to increase their restrictions?"

Grimes, who milks a herd of 60 registered and grade Holsteins, says he sometimes has to travel old Route 22 with farm equipment. Any increased truck traffic would pose a safety threat for farmers using the highway and school children boarding and disembarking from busses.

He pointed out the township's action on the sewerage application is really just a "stall" tactic. He said he believes the township is

(Turn to Page A30)



Here's wishing you lower fuel bills

A Kero-Sun™ Portable Heater: the gift for times like these.

With a Kero-Sun™ Portable Heater, like this Radiant 10 model, you can leave your thermostat turned low and save money in the months ahead. They burn kerosene with 99.9% fuel efficiency for odorless, smokeless operation. And Kero-Sun™ Portable Heaters need no chimney. Battery-powered ignition system and automatic shut-off device. Safety tested and U.L. listed. There are nine models to choose from. Makes a heartwarming, money-saving gift for family and friends. See a demonstration today.



The good news in home heating.

Bowman's Stove Shop, Inc.

R.D. 3, Napierville Road, Ephrata, PA 17522
Follow the signs from the Light at Hinkletown
Hours - Tues., Wed., Sat. 9-5, Thurs. & Fri. 9-9, Closed Monday

717-733-4973
Financing Available




Patz

★ Barn Cleaners, Manure Pumps, Manure Stackers, Silo Unloaders, Bunk Feeders, Feed Conveyors

MARVIN J. HORST

DAIRY EQUIPMENT

1950 S. 5th Avenue, Lebanon, Pa. 17042
Phone: 717-272-0871

FRESH COWS

EVERY WEDNESDAY IS DAIRY DAY

SPRINGERS

AT NEW HOLLAND SALES STABLES, INC.
New Holland, PA

If you need 1 cow or a truck load, we have from 100 to 200 cows to sell every week at your price. Mostly fresh and close springing holsteins. Cows from local farmers and our regular shippers include Marvin Eshleman, Glenn Fite, Kelly Bowser, Bill Lang, Blain Hoffer, Dale Hostetter, H D Matz, and Jerry Miller

SALE STARTS - 12:00 SHARP

Also Every Wednesday, Hay, Straw & Ear Corn Sale - 12:00 Noon
All Dairy & Heifers must be eligible for Pennsylvania Health Charts.

For arrangements for special sales or herd dispersals at our barn or on your farm, contact:


Abram Diffenbach, Mgr.
717-354-4341

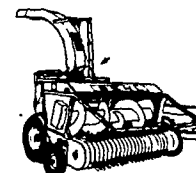

OR


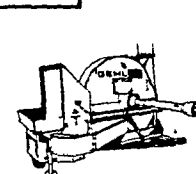
Norman Kolb
717-397-5538

HEIFERS

BULLS



Waiver of Finance or Interest to YOU!

If you buy selected Gehl machinery before December 31, 1981, you can select Waiver of Finance or Gehl will pay YOU interest!

Stop by and get full details -- Waiver of Finance or Interest paid to YOU!

PEOPLE'S SALES & SERVICE

Oakland Mills, PA
717-463-2735

N.G. HERSHEY & SON

Manheim, PA
717-665-2271

A. L. HERR & BRO.

Quarryville, PA
717-786-3521

S. JOHNSON HURFF

Pole Tavern
Monroeville, NJ
609-358-2565 or
609-769-2565

STOUFFER BROS. INC.

Chambersburg, PA
717-263-8424

LEBANON VALLEY IMPLEMENT CO., INC.

Richland, PA
717-866-7518

ARNETT'S GARAGE

Rt. 9 Box 125
Hagerstown, MD
301-733-0515

UMBERGER'S MILL

Rt. 4 Lebanon, PA
(Fontana)
717-867-5161

ZOOK'S FARM STORE

Honey Brook, PA

MILLER EQUIPMENT CO.

RD 1
Bechtelsville, PA
215-845-2911

BINKLEY & HURST BROS.

133 Rothsville
Station Road
Lititz, PA
717-626-4705

AGWAY, INC.

Chapman Equip.
Center
Chapman, PA
215-398-2553

CHAS. J. MCCOMSEY & SONS

Hickory Hill, PA
215-932-2615

WERTZ GARAGE

Lineboro, MD
301-374-2672

CLAIR J. MYERS

Lake Road R1
Thomasville, PA
717-259-0453

PETERMAN FARM EQUIPMENT, INC.

225 York Rd.
Carlisle, PA
717-249-5338