

THE DALLAS POST

VOL. 80 NO. 18, MAY 8, 1969

MORE THAN A NEWSPAPER, A COMMUNITY INSTITUTION

TEN CENTS



Wielding paint brushes, three members of the Dallas Junior Woman's Club transform the scarred benches in Dallas Center into attractive resting places for weary shoppers. The project is part of the area's clean-up fix-up paint-up campaign. The painters are, left to right: Mrs. Audrey Tenley, Mrs. Charles Butler and Mrs. Edward Kale Jr.

highway opposition voiced by some

Opposition to the proposed "Back Mountain Expressway" was expressed by officials of Dallas Borough last week at a private session conducted by a member of the Lackawanna-Luzerne Transportation Study Group at the municipal building in Kingston Township.

A dozen or more representatives of the borough, Dallas Township and Kingston Township, heard Edward Heiselberg, technical staff representative of the study group and Luzerne County Planning Commission director, explain the need for the proposed four-lane expressway.

Mr. Heiselberg said that through a comprehensive study undertaken by the two counties, and with the aid of the state highways department, traffic congestion in the Back Mountain would be total by 1990.

He also said that the Back Mountain had the greatest potential as a future residential area.

The plan he showed, with the use of slides, pinpointed the proposed expressway at its beginning in the vicinity of Church and Sutton roads, extending through the Overbrook Gun Club grounds, along the

Dallas side of the Huntsville Reservoir, over to Natona Mills, skirting College Misericordia on the north, around the front of Irem Temple Country Club and then onto Route 309 near the Dallas Outdoor Theater.

Diamond shaped interchanges were proposed in at least three areas between Trucksville and Dallas. A connector was also shown being provided for at Roushey Street in Shavertown.

The expressway would tend to keep the artery near the shopping centers free of through traffic, providing i-stee travel for through traffic to and from the lake and downtown Wilkes-Barre areas, Mr. Heiselberg said.

The expressway would also allow for complete freedom from any stops from Dallas to Wilkes-Barre, Mountain Top, or through the Wyoming Valley.

Harold Brobst, president of Dallas Borough Council, expressed dissatisfaction with the proposal on the basis that it would mar a prime residential area and depreciate land values.

Others asked why the cordon drawn in the two-county plan

had not included Routes 415 and 118, which were termed as dangerous at their intersection.

Mr. Heiselberg said that those municipalities which were not in favor of the plan could submit alternate proposals, adding that he doubted there could be any change made at this date.

He said the government was anxious that final plans be adopted as soon as possible because they wished to terminate the services of the consultant as it was costly to retain that service.

Some changes proposed by those attending the private session included routing traffic through Pringle and Courtdale, which Mr. Heiselberg said was not practical because of the cost, to building on the other side of Huntsville Dam, which Mr. Heiselberg also said would not be too likely because the property was owned by Pennsylvania Gas & Water.

He said that past experiences with that company had proven it to be not too cooperative.

Another plan suggested that brought majority approval was that the expressway be expanded to include traffic from and to Harveys Lake.

work on new bridge at Chase to begin soon

Residents of Church Road in Trucksville will be heartened to learn that the dilapidated bridge in Chase will soon be replaced. The structure, built in 1913, has been closed to truck traffic for nearly two years, necessitating the re-routing of huge asphalt-carrying trucks over precipitous Church road.

The new bridge will be much larger than the old one, says Bernard Gallagher, County Engineer, and will boast a span of 61 feet. It will be built of composite "I" beam with concrete

slab. A unique feature of the new span will be the use of weathering steel in its framework. Called "self-painting," the steel requires little maintenance and will never have to be painted.

"It's a premium steel and it costs a little more initially," the County engineer stresses, "but it will save money in the long run since it won't deteriorate as rapidly as the regular metal."

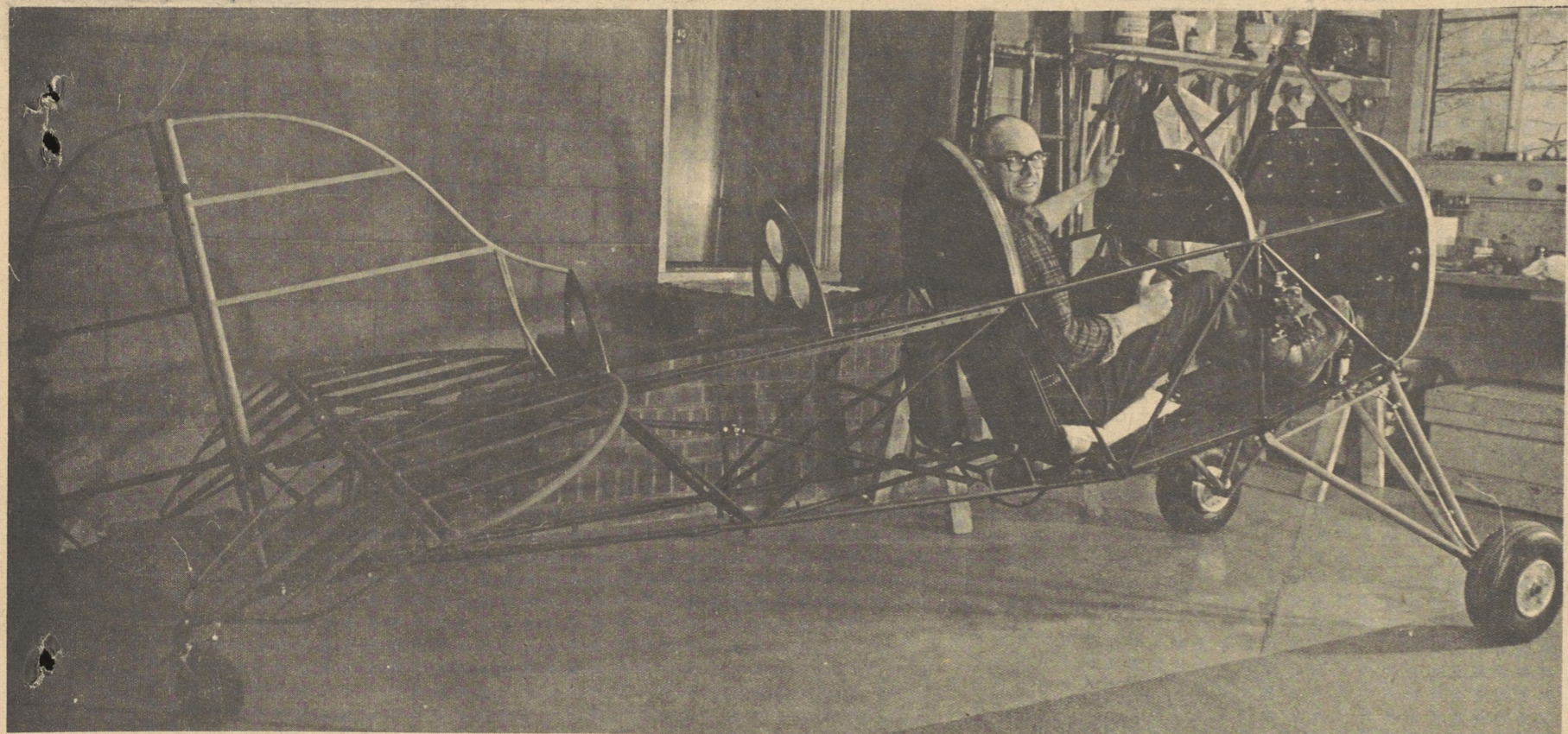
Plans for the \$70,000 structure have been okayed by the Power and Water Resources

Board and must be approved next by the Department of Highways. After that, Mr. Gallagher asserts, "We'll be off and running."

Sounding a note of caution to truck drivers who ignore the load limit signs posted at the old bridge, Mr. Gallagher states that two bridges have collapsed under excessive weight within the last two years.

"It's happened before," he warns, "and it can happen again."

"But will it fly?" asks local home plane builder



By SHAWN MURPHY

It's an old joke, the one about the man who builds a boat in his cellar and then has to destroy his home to get it out. Henry Ward, long time Dallas resident, chuckles heartily whenever he hears it, and he usually hears it after he's explained that yes, he really will have to knock out a portion of his cellar in order to get the airplane he's building down there out to the local airfield. It's a Pitt Special, and it's a beauty.

An ardent aviation enthusiast, Hank Ward has been building airplane models since he was a kid back in Iowa. He's had his pilot's license for fifteen years and already owns a four seater Mooney which he keeps at the airfield in Wyoming ("What every family needs," his wife was heard to lament when he announced his intention of building a plane, "is two airplanes"). He's been a member of the Experimental Aircraft Association for five years, an organization of "home plane builders" formed to encourage sport aviation. It was through his membership in this rather elite group that he first decided to build his own plane three years ago.

"It's not a kit, you know," he's quick to explain when asked how he knows what to do when. "You buy plans from the Association and then you're

on your own." The plans are fifteen pages of unbelievably complicated directives and cost anywhere from \$15 to \$129, unless the builder wants to go all out and design the plane himself.

So far as being "on your own" goes, Hank means it. Although the Federal Aviation Agency must inspect any "homebuilt" before it makes its maiden run down that long, low airstrip, the FAA seems to follow the democratic ideal. Says Jim Donathan, an FAA inspector, "This is a free country. Guys can break their necks if they want to. Our job is to be sure they don't kill somebody on the ground." All of which is small consolation for the airborne pilot who discovers that the weld on the left wing really wasn't quite strong enough after all.

But Hank spends little time worrying about things like that. His workmanship is superior and, with the cool good sense of a veteran craftsman, he knows it. From his point of view, the hardest thing about the whole project has been finding the specialized materials necessary to build the plane.

The wings of the 14 foot craft are fashioned from Sitka spruce, a light weight, durable wood found only in northern Washington, Alaska and Van-

couver. Not in Dallas, Pennsylvania. Fortunately, Hank knew somebody in New Jersey who just happened to know somebody in Washington who somehow managed to get the wood for him. A fellow in Florida found the 150 h.p. Lycoming aircraft engine which will soon lift the plane skyward, and the special hollow aircraft tubing from which the frame is fashioned comes from California. When it's finished, the little red, white and black bi-plane will very nearly be an international undertaking.

The air show boasts contests, displays, and aerobatic routines and is the biggest "fly-in" in the country. Next year, the Dallas plane builder says, he'll be there with his Beauty and maybe, just maybe, enter the aerobatic stunt contest. He's installed a special pressure fuel system which will enable him to fly the plane

continued on PAGE 14

Logging a little "stick time" in his nearly completed Pitts Special is Henry Ward of New Goss Manor.

Lake Supervisors to close landfill

Lake Township Supervisors voted unanimously Saturday morning to close the Landfill to users from Lake Borough.

Chairman Walter Hoover read a letter which was then mailed to council at Harveys Lake. It stated, "Starting May 31, Lake Township Landfill will be closed to Harveys Lake Borough users until all monies are paid and a new accessible contract for dumping is reached."

A check in escrow for ten months of last year had been received but was turned back to Solicitor John O'Connor for another including the balance of the year. No other check has been forthcoming.

Lake Township Solicitor William Valentine reported no settlement reached yet by the court appointed commission to determine property division. A new agreement will have to be arrived at if further dumping is to be assured. Closing of the dump at the summer season influx will present serious problems to the Borough.

Motion to close the facility was made by Chairman Hoover

and seconded by Sheron Whitesell. The latter said continuation of the landfill has presented a financial problem since the new Borough was formed.

In other action the Supervisors heard plans for a Police Pension Fund presented by representatives of three insurance companies. Discussion was held on the purchase of a two way radio for the police cruiser but no action was taken. Solicitor Valentine will check with Berkheimer Associates to see if a resolution authorizing their wage tax collection be drawn up by him or a form used by the collection agency.

P-TA to install

The Lake-Lehman P-TA will meet Monday, May 12, at 8 p.m. in the high school auditorium.

The installation of officers will highlight the evening's program.

Refreshments will be served. All interested persons are invited to attend.

'grooving' urged to correct hazard

Rep. Frank J. O'Connell Jr. believes that a condition known as "hydroplaning" may be responsible for many of the numerous automobile accidents which have occurred during the past several years along Route 309 in the area of Harters Dairy.

In a letter to Tom Harrington, District Engineer for the Department of Highways, Mr. O'Connell suggested that hydroplaning occurs when water builds up ahead of a tire, lifting it much like a speedboat and rendering brakes ineffective.

"I travel this highway rather frequently," wrote Mr. O'Connell, "and notice that this planning does take place."

The application of non-skid material to the highway had not reduced this dangerous situation, he added.

The State Representative urged Mr. Harrington to consider a new procedure to correct this condition which involves grooving the highway surface. This procedure improves vehicle control by allowing more water to escape.

Pointing out that on some treacherous highway sections grooved pavements have reduced rainy-day accidents by as much as 90 percent, Mr. O'Connell maintained that he was firmly in favor of grooving the Route 309 surface.

fire at restaurant

A cigarette thrown down a grade leading into a former coal bin resulted in a fire at the Suburban Restaurant Thursday.

Dallas Fire Company responded with two trucks and set up its porta tank. Great billows of smoke poured out of the storage area where boxes of dishes were stored

"I won!" ...



"I won!" shouted six-year old George Chukinas Jr. at the Penny Pitch at Mercy Spring Festival on Sunday. The youngster is the son of Mr. and Mrs. George Chukinas, 6 Valley View Drive, Pringle.