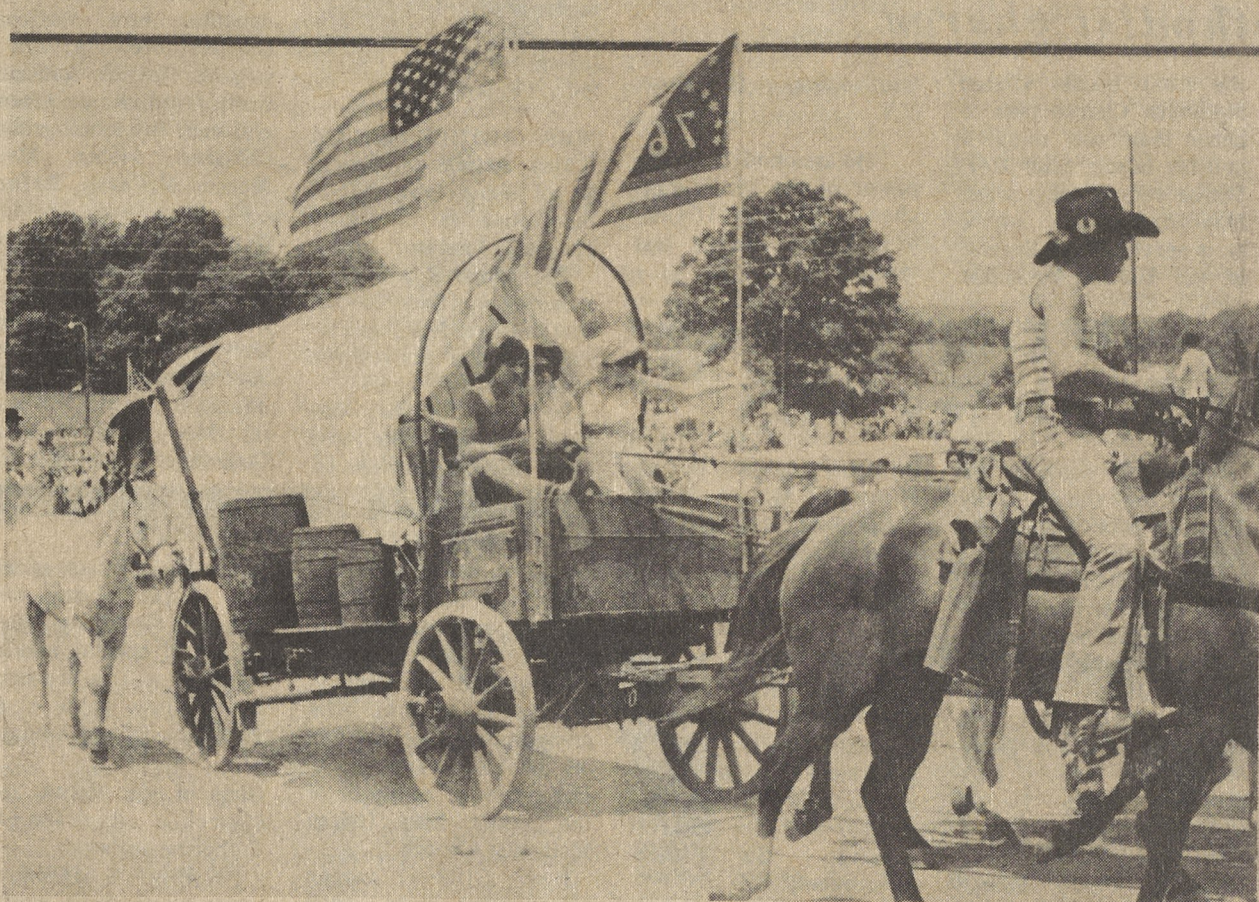


THE DALLAS POST

VOL. 87 NO. 23

THURSDAY, JULY 1, 1976

TWENTY CENTS



SOUTHWARD HO—The Bicentennial wagon train leaves the Lehman horse show grounds shortly after lunch to begin its trek through the Back Mountain and Wyoming

More teeth in new motor code

Motorists who are enthused over the passage of Pennsylvania's new Uniform Motor Vehicle Code because of revisions in the point system and granting of amnesty to those whose licenses have been suspended, may feel differently after they have received full information about its overall provisions.

Dallas Township Police Chief Carl Miers stated that the new code has more 'teeth' than the former code. Fines will be higher and points will be given for 28 different violations instead of the former 26.

Local police will also be able to use any equipment approved by the transportation secretary to make arrests, with the exception of radar. Vascar may be used which is even better than radar, according to Chief Miers. This provision of the code will go into effect July 1, 1977.

Most of the new code goes into effect July 1, 1977. Effective July 1, 1976, however, five phases of the code are part of the law.

Granting of amnesty, with certain exceptions, to drivers whose licenses have been suspended; a new schedule of fines and costs; revisions of the point systems and changes in records disclosure procedures and salvage provisions are sections of the law effective immediately.

PennDOT's Bureau of Traffic Safety is in the process of mailing

back approximately 25,000 licenses to motorists presently under suspension. William H. Sherlock, secretary of transportation, warned drivers, however, that they are not allowed to drive until their impounded license is in hand.

Chief Miers explained that under the new code, Section 6114 prohibits local police officers or officials of the state from allowing reporters to take information from accident reports for publication. It may be obtained in only one of two ways—by signature of parties involved or through a news release from the police department. Violation of this by the police carries a \$100 fine.

The Memorial Highway situation which has long been in question since the posting of the 40 mile speed limit has been eased by the new revisions. Under the old point and suspension section 1002 b8, if a driver was arrested he received no points but had his license suspended. Under the revised code, violation of the speed limit means three points and a fine of \$35 plus \$2 per mile for each mile over five miles in excess of the posted speed limit, plus \$10 or \$15 prosecution costs.

This fine also applies to all speeding violations and if the violation is 31 miles or more over the posted speed limit, the motorist receives five points, a hearing and possible 15-day suspension in addition to the fine.

General provisions of the code not effective until 1977 include permitting right hand turn on red lights and allowing passing a moving vehicle on the right.

A staggered motor vehicle

registration system and insertion of color photographs on drivers' licenses are to become effective no later than July 1, 1978.

A total ban on studded tires is to become effective on May 1, 1978.

Under the new code section 1037, driving under the influence of liquor or drugs is a misdemeanor of the third degree and will carry the same penalty as under the crimes code which is imprisonment of up to one year and/or a fine up to \$2,500.

Under Section 1018, passing a school bus carries a fine of \$100 and Section 1027, failure to stop in event of an accident carries a fine of \$25.

Chief Miers explained that under the new code, all fines levied in the event of arrest by local police is divided 50-50 between the local municipality and the motor license fund which distributed to all municipalities throughout the state. If the arrest is made by the state police, half of the fine goes to the state and half to the motor license fund.

Driving without lights to avoid identification or arrest, speed contests or drag races, stripping of motor vehicles have a fine of \$200. Throwing or dumping material from a vehicle warrants a fine up to \$300.

With exception of the fines explained for speeding, other moving violation infractions involving passing red lights or stop signs call for fines of \$25 plus costs. Under the old code, the fine was \$10 plus costs.

Penalties cover violations including unattended motor vehicle, parking on private property, motorcycles abreast of each other, signals for

(Continued on Page Four)

'Politics' leave wagon train travellers hungry

A stop in Lehman by the Bicentennial Wagon Train to Valley Forge put township officials in an embarrassing spot, according to Judith Dawe, chairperson for the Lehman Township Bicentennial Council.

The train, consisting of some 24 wagons from the Central-Great Lakes unit, scheduled three stops in the area in addition to the surprise visit Sunday to the horse show grounds.

Food and adequate facilities for the latter-day pioneers were unavailable at the showgrounds and Ms. Dawe voiced both public apology and personal complaint. Wagon train personnel dined on raisins, pretzels, peanut butter and jelly as a result.

In a letter dated June 27, sent to National Wagon-master Keith Krewes and area media, Ms. Dawe stated:

"We originally volunteered the use of the Lehman Horse Show grounds and the facilities of our community to feed and shelter people on the wagon train. Up until June 1st, we thought our offer had been accepted.

"During the next 26 days, we

received no word about the train's intention to make a rest stop in Lehman. To all inquiries we were told that Luzerne County was handling the entire affair and we were to stay out!

"Why did politics," she continued, "have to mar our happy birthday?"

Lehman Township, apparently, was caught empty-handed. The train pulled up to the horse show grounds at noon, June 27, after staying the night at Rickett's Glen, as scheduled. The council found itself in the rather uncomfortable position of a host who suddenly ran out of hoers d'ouerves.

According to another spokesman for the Lehman Bicentennial Council, Ms. Dawe first caught wind of the wagon train in January, and immediately offered horse show facilities for the troupe of trailblazers. A meeting later in the month with train representatives in Allentown was, however, cancelled and Lehman Township officials were left in the dark.

In May, a public notice from Luzerne County slated Kirby Park as the wagon rendezvous for June 27, and

Ms. Dawe sought confirmation of the Lehman offer. Phone calls to the Back Mountain Bicentennial Council and the director of Kirby Park brought no new information concerning the situation. Area hospitality was, according to Ms. Dawe, solely in the hands of the Luzerne County Commission for the Bicentennial.

"We wanted to provide showers and hot meals for the travellers," said an official of the Lehman council, "but we were unable to do so on such short notice. We want to apologize to the people of the Bicentennial Wagon Train for our apparent lack of hospitality."

However the unexpected decision to stop at Lehman was, according to the Luzerne County Commission, entirely out of their jurisdiction.

"It's to be clearly pointed out," said Howard Fedrick, spokesman for the commission, "that the County Bicentennial Commission has had much sympathy for Lehman township. When it comes down to it all, the decision was not ours."

The route scheduled for the wagon

train, including stops at Rickett's Glen, Kirby Park and Angela Park near Hazleton, was the doing of Jim Gallagher, coordinator of the Central-Great Lakes unit who travels with the group.

"The decisions were not made at a county level at all," continued Fedrick, "and were based on geographic considerations. Mr. Gallagher chose the encampment spots, not the Luzerne commission."

Fedrick explained that his organization offered the use of various sites throughout the county, including the Lehman show grounds. That particular site, "he went on," was perhaps the best equipped in the area, but it was geographically unsuitable. Mr. Gallagher decided against it."

Travelling at an average of four miles per hour, Fedrick explained, the wagon train customarily stopped every four hours for water and feeding the horses.

"Look at the map," he continued. "It was too far to go to Lehman on Saturday, and too short a drive to camp overnight Sunday. The wagon-trainers decided their stops themselves."

A spokesman for the Lehman Township Council called the affair "a case of passing the buck." Wagonmaster Keith Krewes remarked that of all the states visited in the cross-country tour, "Pennsylvania has been the worst."

In any event, the Bicentennial Wagon Train continues to rumble on its way irregardless of local difficulties, for a July fourth rendezvous at Valley Forge.

Lehman Horse Show to be July 2,3,4

The 32nd Annual Lehman Horse Show, sponsored by the Lehman Volunteer Fire Company, will begin Friday, July 2nd with a parade at 6:30 p.m. and children's classes to follow.

The queen contest will be held at 9 p.m. Admission is free July 2nd. Mixed classes will be held on Saturday and Sunday. The show starts at 9 a.m. both days.

Refreshments and games of skill will be at hand. Proceeds help support the Lehman Volunteer Fire Company.

Wagon Train pilgrimage ends

As the nation's birthdate approaches and America feels the full weight of 200 years pressing on her shoulders, the Bicentennial Wagon Train nears Valley Forge on wheels providing the sound of history.

A pilgrimage is about to end, and with it a journey across the pages of our past. Trains of authentic covered wagons, one from each state, are crossing America on the same historic trails and wagon routes that once teemed with settlers in a nation's adolescence.

Sponsored by the Commonwealth of Pennsylvania, the Pilgrimage has provided each of the 50 states with a Conestoga Wagon or Prairie Schooner, arranging for a teamster and horses for each wagon. From Montana and Oregon, from the fertile river valleys of Ohio and the Mississippi, a stream of men, women and children have returned east to seek their origins.

Some have travelled along and far. Patricia and Thomas Keen of Walla Walla, Wash., have the historic distinction of covering the longest distance in the east-ward trek, in a wagon fashioned by their own hands. They began June 6, 1975, and will join with other latter-day pioneers July fourth.

Others wear the mantle of age. Mr. and Mrs. Andy Erickson of Badger, Minn., are the train's oldest couple, as they travel across the state with the

celebrated his 70th birthday at Rickett's Glen last Saturday, with his wife who is a mere 69 years of age. The Central-Great Lakes unit stopped in the area this past weekend, as they continue to their July destination.

The pilgrimage began last June, the first wagons heading out from Blaine, Wash. By fall, wagons from nine northwestern states were on the Oregon, Mormon and Lewis and Clark trails, pointing their teams towards winter layovers in Wyoming and the Dakotas.

The pioneers began rolling again in spring, and as the Great Plains flowered wagons from every state in the union resumed their eastern trek in five caravans across the country. They heed towards Valley Forge now, as their final destination: the revered encampment of Washington's troops during the bitter winter of 1777-78.

Traveling with the train is a troupe of actors, performing a bright and spiritedly musical at encampments along the trail created by the Department of Theatre Arts of the Pennsylvania State University. A road show in every sense of the word, the Wagon Train Show will see its final performance at the train's historic rendezvous.

Rededication scrolls are carried by each caravan, to be signed by thousands of Americans who cannot join the covered wagons on their journey. They state with simplicity

birthdays, "...that we hold these truths to be self evident, that all men are created equal..." and will be delivered at Valley Forge to be preserved.

A souvenir program has been published by the Bicentennial Commission of Pennsylvania, with the support of the North American Trail Ride Conference. In it, one finds information concerning the train, its wagons and its people.

"Questions and Answers" listed in the program include:

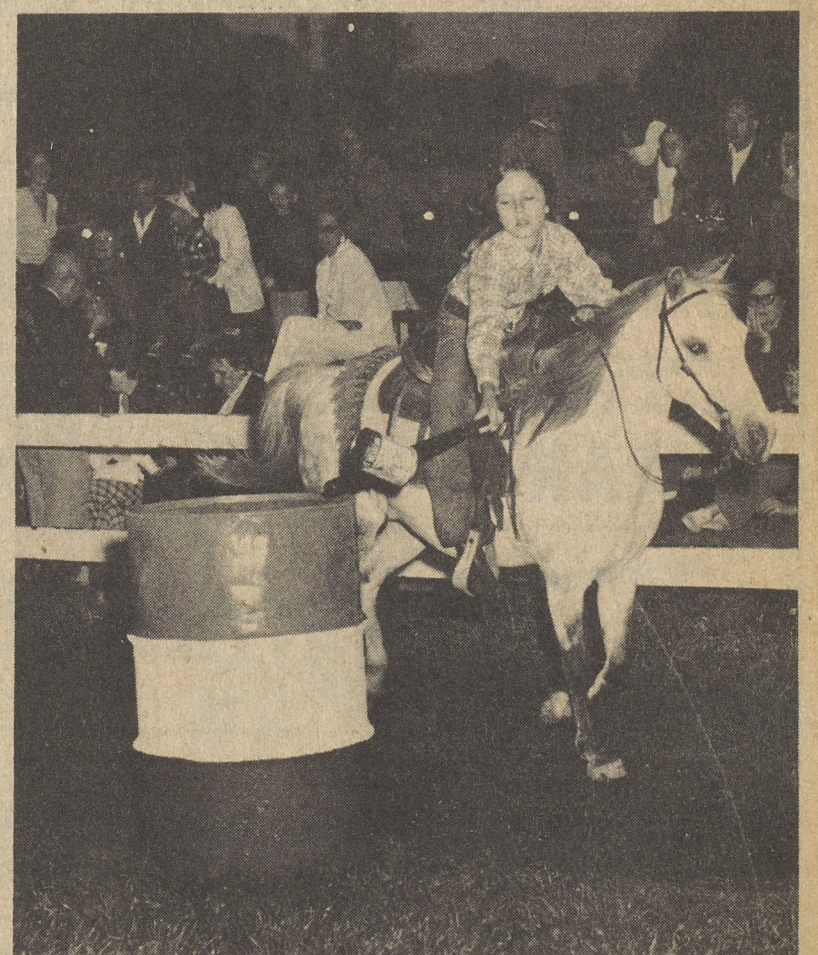
Q. Why are the Wagons moving West to East?
A. To bring the country back to its birthplace, where Americans will rededicate themselves to the principles upon which their nation was founded.

Q. How many wagons are involved?
A. Officially, 60. There is an authentic Conestoga Wagon or Prairie Schooner for each of the 50 states, a Pennsylvania Conestoga to lead each of the five main caravans and a chuck wagon for each caravan. But privately owned wagons are welcomed and many are making the trek.

Q. Where were the wagons built?
A. At Arkansas Village, Jonesboro, Ark., a Pennsylvania-chartered firm.

Q. How many people are involved in the Pilgrimage?
A. Literally thousands. Some are riding with it; others are

(Continued on Page Four)



CAN RACE—Robin Casterline, Harveys Lake, takes her turn at trying to knock in the can during last year's Lehman Horse Show. (Photo by Alex Rebar)

Little League
All Stars...P. 9