

# THE DALLAS POST

52540

BRIGHTON, IA

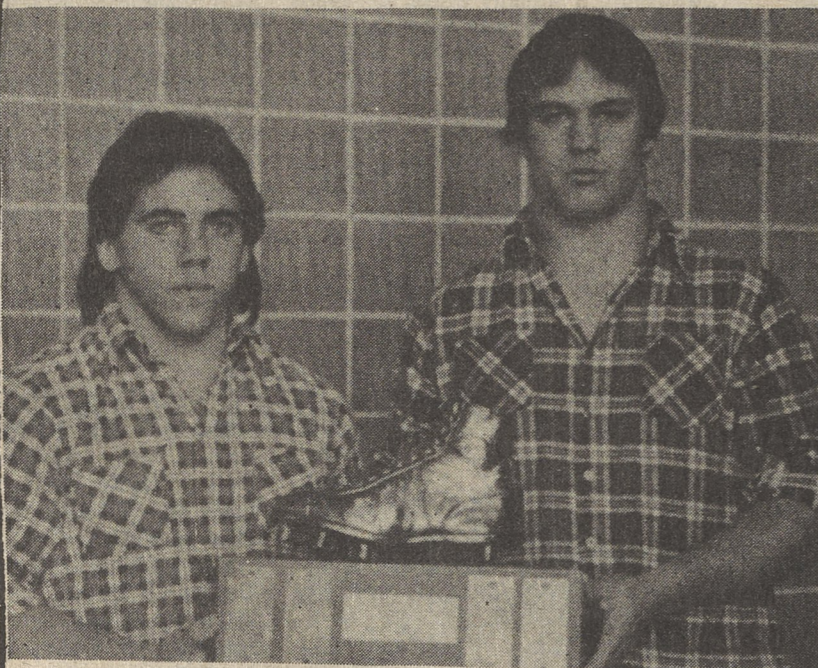
Covering The Back Mountain and The West Side  
Pennaprint Inc., All Rights Reserved. USPS 147-720

BOX 336  
BRIGHTON BINDERY CO

Vol. 92, No. 44

Wednesday, November 17, 1982

25 Cents



Dallas senior gridders, Matt Moran and Jerry Rollman hold the coveted Old Shoe before the 1982 contest with neighborhood rival at Lake-Lehman. The question is: Will they still have it after Saturday's game, or will it fall into the hands of the Black Knights?

## Old Shoe contest considered a tossup

The Dallas Mountaineers and Lake-Lehman Knights will compete for the Old Shoe, Saturday, Nov. 20, at the Edward Edwards Stadium at Lehman.

It will be the 34th time the bronzed shoe will be up for grabs between two Back Mountain Schools. The Dallas Rotary Club initiated the bronze shoe competition in 1948 with the intent that the Old Shoe trophy was to remain with the school who won a set number of consecutive games. That has changed through the years and now, each year the winner of the traditional game between Dallas and Lake-Lehman takes home the Old Shoe.

The first year, Kingston Township, now a part of the Dallas School District, took home the shoe. Other

winners were Dallas Township, Lehman-Jackson Township, Dallas-Franklin Township and Westmoreland.

The Mountaineers kept the shoe for 17 out of the past 22 games. They also kept it for eight consecutive seasons from 1970 through 1977. In 1978 the Knights, under Coach Rich Gorgone, took home the shoe and in 1979, under Coach Tom Hisiro, the Knights again won the shoe.

In 1980 and 1981, under Coach Ron Rybak, the Dallas Mountaineers won the shoe and it now rests in the Dallas High School football trophy case.

The contest is considered a toss-up each year for a special kind of rivalry exists between these two schools, who during the rest of the season cheer for each other against other teams in the Wyoming Valley

Conference. Though many will express support of their individual schools, few will predict the outcome of the Old Shoe Game, for they know that anything can happen.

Knights Coach Mark Kirk, in his first season at Lake-Lehman, has a young, inexperienced team but they are fast and aggressive and determined to win. Their games this season have been much closer than the scores indicate. Junior quarterback John Williams, Que Walczak, Al Martin, Chris Boyle and Tracey Slocum have been turning in some outstanding performance for the Knight.

Dallas Coach Ron Rybak also has a young team, having lost 18 seniors through graduation in June. He has had some great play from powerful

backs Matt Moran and Greg Kravitsky. Jerry Rollman, Sam Noone, Gregg Dukinas and D. Bolton have turned in super performances. Senior quarterback Steve Federici and junior QB Bernie Walsh have had some good passing games and Steve Thomas is an athlete to be reckoned with.

Both coaches agree that it can be an exciting contest and one where you throw away the record books.

As Coach Ron Rybak said, "Anything can happen in a game between the Mountaineers and Knights. The desire to win and the effort put forth could well be the deciding factor."

About that Old Shoe...Come out Saturday to see the winner...Lake-Lehman's Edward Edwards Stadium, 2 p.m.

## PennDOT's ready for winter, are you?

Pennsylvania's Department of Transportation will work with a \$90 million budget to battle winter weather this year. With the state having the largest highway system requiring snow removal in the nation, the figure represents nearly 17 percent of all money available for use in 1982-83.

In Luzerne County alone, snow removal crews cover 950 lineal miles for a total of 2,400 lane miles of roadway. This includes 614 bridges.

According to Transportation Secretary Thomas D. Larson, expenditures for equipment and materials account for the largest

portion of the winter maintenance budget. Almost \$16 million has been spent for fleet additions, bringing the total to 9,100 pieces, including dump trucks, plows, graders, loaders and backhoes. Over the last four years, over \$40 million has been spent on upgrading and maintaining equipment. Depending on the need, about 1,000 additional vehicles will be available as rental supplements to the standard fleet. The county utilizes 87 pieces of equipment, 45 of which are rented from private operators.

On the savings side, PennDOT figures show the department has saved about \$4 million annually since 1979 by reducing salt usage. Salt, at \$26 per ton, is the most expensive material used for winter maintenance. Based on calculations for an average winter, the department estimates salt usage for the upcoming season at 470,000 tons. Anti-skid materials, including sand and cinders (and costing one quarter the amount of salt) is expected to reach 1.2 million tons.

Larson explained the state uses salt as efficiently as possible by mixing it with sand, calibrating spreaders more carefully and more

closely monitoring usage. Salt has been found to be effective on heavily traveled roads and when the temperature is above 25 degrees. It does cause erosion of road and bridge surfaces and can cause ground water pollution if not stored properly.

Pennsylvania is the largest salt buyer in the nation. The department stores its salt supplies in permanently covered domes. Fifteen such structures were built last year, bringing the total statewide to 49. This is enough to store 30 percent of the stockpile during the season and all salt left after winter.

Luzerne County's stockpile for starting the winter season includes 17,000 tons of salt and 40,000 of anti-skid materials stored in 12 locations.

Of course, labor costs are the single largest expenditure for winter maintenance. Across the state, 800 removal crews come out whenever the white stuff begins to fall.

Locally this translates to 90 equipment operators who, beginning Nov. 15, will go on the dual shift system. Dual shift goes into high gear as of Dec. 15 and con-

tinues until mid-March. Basically, it consists of a 24-hour radio monitoring system and crews on hand from 4 a.m. to noon, and noon to 8 p.m. shifts. The remaining hours are covered with radio monitors and road patrols.

Snow removal is based on a specific priority system which is the same throughout the state. Under the system, the most heavily traveled roads such as interstates are plowed first. Primary and limited access routes with heavy traffic are serviced second, and rural roads with light to moderate traffic, third.

Many secondary roads are serviced through municipal snow removal agreements. Under these contracts, the department pays a municipality to plow state roads from November to April. Last year, a record number of agreements covered some 6,300 miles of roads. This number has been increased by more than 100 percent since 1977-78, while the mileage has increased 89 percent. For the upcoming season, PennDOT has signed more than 600 agreements with local municipalities for servicing over

5,000 miles of roads. The county has a total of 17 municipal agreements to cover 128 miles of state road. This is only slightly increased from previous figures.

The agreements appear to be cost-effective from the State's point of view because in many cases local crews must pass over state roads to plow their own. The agreements expedite snow removal on local roads while freeing department crews to concentrate on plowing the more heavily traveled roads.

Considering the above impressive list of facts and figures, it would appear Pennsylvanians should be able to rest easy and feel well protected from the coming onslaught. The facts indicate the State is prepared for winter, are you?

PennDOT spokesman Joe Quinn explained it costs the public \$50,000 every time an inch of snow falls on the ground. He warned the Transportation Department big as it is, is dwarfed by the enormity of keeping the State's roads free for travel during the snow season. He said the public can help to keep the costs down by practicing snow preparedness themselves.

### 1982-83 Winter Maintenance Budget \$90 MILLION

\$\$\$\$	Labor	800 Snow Removal Crews
\$\$\$	Materials	Salt - 470,000 Tons Anti-Skid Material - 1.2 Million Tons
\$\$	Municipal Snow Removal Contracts	600 Contracts to Date
\$	Equipment Rental	1000 Vehicles

## Jackson homeowners buy water companies

Two groups of Back Mountain homeowners have found a way to effectively fight increased utility rates. To protect themselves from inevitable water rate increases and maintain control over future operations, the residents of Chase Manor and Fieldcrest in Jackson Township bought their respective water companies.

Both developments are served by wells previously owned by John Fielding. When Fielding indicated a desire to sell, the residents grabbed the opportunity. They formed associations, incorporated and are now shareholder in their own water companies.

"The way utilities keep increasing rates, you could see what would happen if someone just bought it for an investment," said Chase Manor Water Association president Albert Jenkins.

The Chase Manor well has been purchased outright from Fielding by the shareholders, for \$15,000. Each family contributed an equal amount to the purchase price and each owns one share in the company. As a non-profit organization, Jenkins explained, the company is not under PUC control.

The hope is to keep water rates at the present \$100 per year. "The fee will hopefully cover improvements and repairs, at least for now," said Jenkins.

If necessary, any rate hikes will come through a democratic process. The corporation is run by a board of nine directors. Vice-president of the association is Sam Pauletti and secretary-treasurer John Stubeda.

Another reason homeowners at Chase Manor were anxious to keep the well from falling into the hands

of an outsider, is that it provides a better-than-adequate water flow. "It served us throughout the drought without fail. We felt we'd like to protect the water supply for the development," said Jenkins.

At Fieldcrest, the situation is similar with only the details varying. Tom Adams, president of the Fieldcrest Water Association, cited the same reasons for the almost 40 families in the development to purchase the well. Fieldcrest has set up a payment schedule with Fielding and hopes to pay the \$10,000 purchase price by next year.

"We're feeling it out right now," said Adams. "I've believed from the start that it could work but there are problems to be solved."

One of the problems is getting people to volunteer time to maintain the well and run the corporation. Adams believes this will

be resolved as people realize what kind of voluntary effort is involved. "It'll probably come down to a few doing most of it, but that's always how it happens," he said.

Owning their water company puts these residents in an enviable position in the Back Mountain. Water woes have long been a prime gripe in many sections of the community. Shavertown residents recently aired more complaints before the PUC at a hearing to determine yet another rate increase for the Shavertown Water Company. It can also be assumed a good number of people are paying more than \$100 per year for highly inadequate service. Such customers probably would be very happy to own the water company. Although not feasible for all kinds of residential developments, the idea may well be a forerunner of things to come.

## Inside Updated traffic lights on Route 309

Askin' & Tellin	4
Classified	19
Coming Events	5
Cookbook	10
School News	8,9
Social	6
Sports	11,12,13,14
West Side	16,17
Wilkes-Barre Fats	11

Kingston Township recently completed the installation of a new solid state system of traffic lights, which they are confident will improve traffic conditions along Memorial Highway in the township.

Three new 12-inch lights have been installed at a total cost of \$43,581, replacing the former eight inch traffic signals in operation since 1962. "The old lights served the township well," said Township Manager Mark Kunkle, "considering there was an average daily traffic of 20,000 vehicles during those 20 years."

The new lights replace those formerly at Carverton Road and

Rte. 309, Pioneer Avenue and Rte. 309, and at Center Street and Rte. 309. All of these have a left turn signal, one left on Carverton Road, left on Pioneer, and the third left on Center Street, Shavertown.

They also have a pedestrian signal for the side streets, a button to be pushed by the person who wants to cross. Loop detectors in the highway create a sensitivity field. When cars go over these detectors, a signal goes into the signal control that there is a car waiting and in seconds the light changes.

There is a preemption button on the signal at Carverton Road where the fire hall is located which can be

pushed for an emergency vehicle to go through. The signal will change to red on the north and south bound lanes of Rte. 309 and on Church Road. The signal stays green for 70 seconds then goes to red so the emergency vehicles can get out of Carverton Road.

From midnight to 6 a.m., the signals at Carverton Road and at Harris Hill (Pioneer Avenue) will go into low volume flashing state. The one at Center Street will continue to operate red and green.

Township supervisors purchased the lights from Signal Service, the installation was done by Kuharchik Construction.



Robin Pawling was crowned 1982 Homecoming Queen at DallasArea during halftime activities at the Dallas-Meyers grid game last Saturday. Robin was chosen by popular vote from a field of seven candidates. She is seen above with her escort, Bob Richardson.