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THE DALLAS POST

Dallas, PA Wednesday, May 31, 1989

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Dallas High cafeteria losses mount

By CHARLOT M. DENMON
Staff Writer

"Where does our cafeteria stand financially and contract-wise?" asked Mary Law, cafeteria employee, at the May meeting of the Dallas School Board. Mrs. Law, who is also a member of the cafeteria employees' negotiations committee, told the board she was interested in the status of the cafeteria since the employees had been working without a contract since the beginning of the year, with no increase in hourly wage and without paid health benefits.

James Richardson, board member in charge of the cafeteria, told Mrs. Law that the April 30 cafeteria report indicated that the present food service, Service America, had operated at a loss of approximately \$15,000 to that date.

"We have another month or so until the end of the year," explained Richardson. "It won't be until then that we will have the final figure. Our former food service ended last year with a \$22,000 loss. I hope we will do better than that by the end of this school year."

In acknowledging the loss, Richardson said he did not have any solution to the continuing financial drain of the cafeteria. The school district cafeteria has been operating at a loss for more than seven years, which goes back to before the first food service, Custom Foods.

Service America was awarded the cafeteria contract for the 1988-1989 school year by the Dallas District with an option to renew 60 days prior to August 1.

Dallas superintendent Gerald Wycallis admitted that there were problems. He explained that the sales of Type A lunches for which the district receives reimbursement from the state are down, and a la carte purchases are up. A la carte purchases are not reimbursed by the state.

Carol Adams, a former employee in the cafeteria, told the board she does not believe that quality and quantity of the food or the skill of the management is what it should be.

"Service America charges \$1.05 per Type A lunch; last year A.R.A. See CAFETERIA, pg 5

Harveys Lake to begin tarring roads

By SCOTT A. DAVIS
Post Staff

Roads in the Keefer Plot section of Harveys Lake will be the first to be tarred in the borough's effort to resurface all its dirt roads.

At its most recent meeting, the borough council accepted a bid of \$41,074.76 from American Asphalt to begin tarring and chipping dirt roads in Keefers Plot.

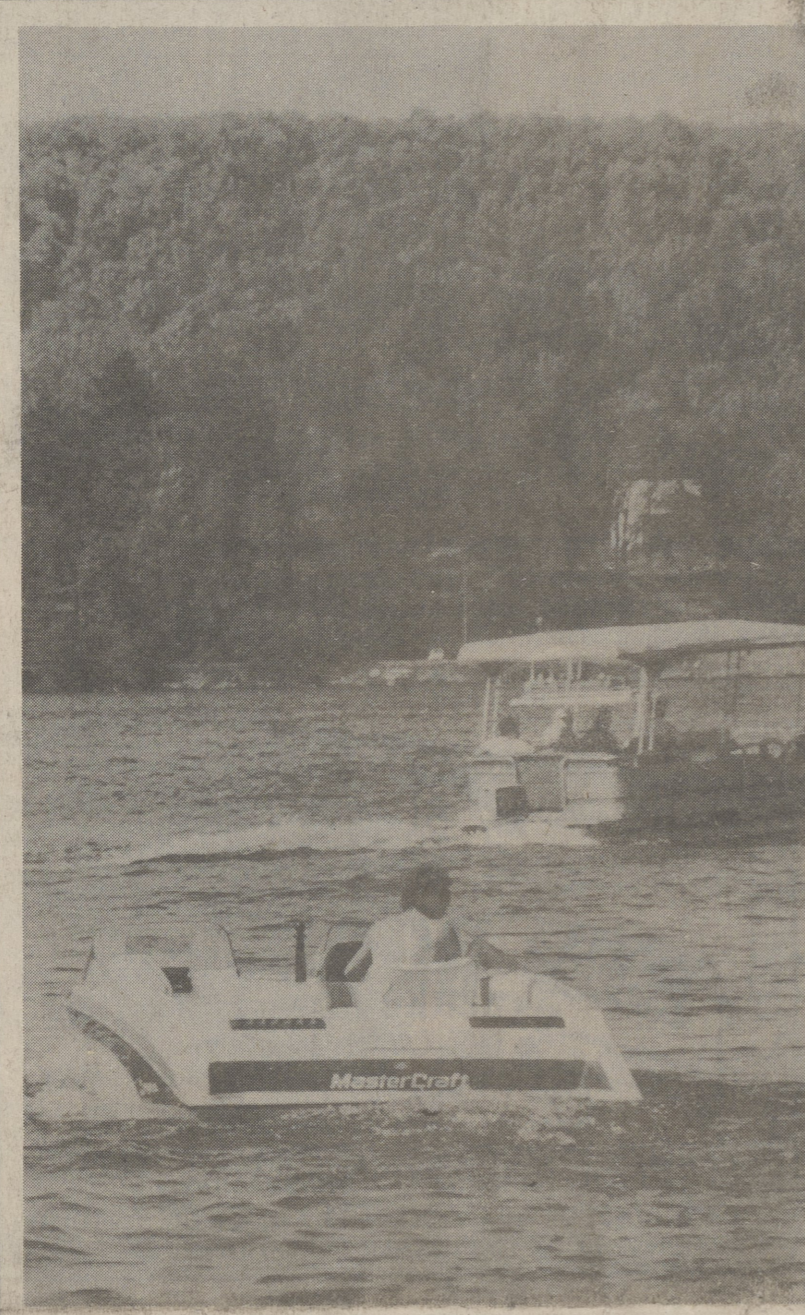
"The bid was less than we expected," said Councilman Richard Boice. The bid, according to the council, was less than was projected in the budget.

The Keefer Plot roads will be tarred and chipped as part of the "Tar and Chip" project begun by the council. The present American Asphalt bid covers only that section of the community.

"We will complete Keefer Plot," Boice said. "Then move to other areas. According to Boice, all dirt roads in Harveys Lake are covered under the project.

After completion of Keefer plot, the project will move to roads which already have good drainage, Boice said. After those roads are done, the remaining roads will be completed.

American Asphalt's bid was the only one received by the council. Companies that were asked for bids but did not respond included Wyoming Sand and Stone, Evans Asphalt and Final Touch.



FAST BOATS, CROWDED LAKE - Some residents of Harveys Lake are concerned about the danger posed by powerful boats on the busy lake. A bright, clear Memorial Day drew many boaters to the water. (Photo by Ron Bartzek)

Speed and alcohol raise concern at Harveys Lake

By SCOTT A. DAVIS
Post Staff

Five years after a boating accident that killed four people, mixing fast boats and alcohol is still the primary safety concern expressed by users of Harveys Lake. And there are as yet few restrictions on either speed or alcohol consumption on the lake.

"I do not feel safe on the lake," said Cindy Petro, 21, Avoca, while setting up her sailboat at the Fish Commission boat launch. "The speed is scary, but when the driver is intoxicated, there is just an accident waiting to happen."

Petro said she thinks officials should strengthen alcohol restrictions on the lake. "That would be more effective than lowering the speed."

Harveys Lake Borough Councilman Richard Boice said he was unaware of any speed restrictions on the lake. "In the inlet, boats cannot make a wake. In the middle of the lake, I do not know of any limit."

Boice said the boats on the lake seem to have unlimited power. "There are boats out there with 200 to 300 horsepower. That is more powerful than some cars."

Ken Messerle, Pennsylvania Fish Commission regional supervisor, confirmed that boat speeds on the lake are not restricted. "Boats can have unlimited horsepower. There are no speed restrictions on Harveys Lake," Messerle said.

"This is a high speed lake. Putting a sailboat on this lake is like walking in front of a firing squad."

An unidentified speedboat driver

As for alcohol, Boice said the only restriction is that the operator of a boat cannot be intoxicated. Legal intoxication in Pennsylvania is .10 percent blood alcohol content.

"It is unlawful to operate a boat while intoxicated, but the operator can drink alcohol," according to Messerle.

The penalty for operating a boat while intoxicated is 90 days in jail, a \$2,500 fine, and loss of boating privileges for two years.

Enforcement is a problem for the Fish Commission. Messerle said the commission does not have enough manpower to consistently patrol Harveys Lake. "We try to be visible and have as many patrols as possible (at Harveys Lake)."

Boice said that he believes the greatest danger on the lake is speed. "You have boats moving 50 mph to 60 mph or faster." He added "Then if you add a few beers" the danger becomes even greater. Boice said that most accidents on the lake are drug or alcohol related.

Between 4 p.m. and 6 p.m. on Sunday, a reporter observed 29 boats entering the lake from the Grotto area near Sunset beach. 11 of the boats had open cans of beer visible; 8 others

had a six-pack of beer visible; 4 others had at least one case of beer visible. Of the 29 boats, 11 of the operators were consuming alcohol.

Bill Rotoreno, 54, was putting his Chapparel speedboat into the lake. "Alcohol is the main problem. Speed is generally safe, but when you mix speed with booze, you are asking for a tragedy."

Rotoreno recalled an accident that occurred a few years ago in which several members of a family were killed by an intoxicated driver. "Here is a family enjoying an outing, when some drunk slams into them."

Not everyone agrees that alcohol and speed do not mix. A 27-year-old driver of a speedboat held a can of beer in his hand. "I was just out with four passengers. They are safe and there are no bodies or wreckage out on the lake," he exclaimed.

The 27-year-old, who withheld his identity, blames sailboats for safety problems. "This is a high speed lake. The majority of boats are high speed. Sailboats are slow and maneuver slowly. Putting a sailboat out on the lake is like walking in front of a firing squad."



At attention

The young and old honored the region's war dead Monday at a ceremony in Woodlawn Cemetery in Dallas. Listening attentively to speaker Jerry Stinson were, left to right; Russell Wenrich, Lehman, Cub Scout Pack 241; Paul Carlson, Shavertown, Pack 155; and David Parks, Dallas, Pack 281. (Photo by Ron Bartzek)

Dallas Borough awaits grant money to improve town center

By CHARLOT M. DENMON
Staff Writer

Dallas Borough Council members are optimistic that Dallas center will soon get a long-planned sprucing up.

They said last week that a grant for that purpose, filed with the Pennsylvania Department of Community Affairs, will be approved sometime in the near future.

The 'Triangle' grant as it is called by some of the members, would provide the funds needed by the borough to renovate Main, Franklin, Ridge and Rice Streets, which form a rough triangle. It is also hoped the grant would help supplement the cost of razing the former Hearststone Pub, if the court case to have the building

condemned is decided in favor of the borough.

"We have taken the first steps to take down the building by condemning it," Council Chairman Don Shaffer explained. "Now it is in the hands of the court. If they approve it, our next step is to settle with Jim Post, the owner."

If the Main Street grant is approved, it will be the first time the state highway has been improved since the Council received a beautification grant in the late 1970's. At that time, through the cooperation of council member Nancy Eckert, the officials received a grant to be used to beautify the street. New sidewalks were installed, landscaping was done and trees were planted along the sidewalk edges.

If the borough does receive the

grant, the council plans to put in curbing along Main Street where necessary, install sidewalks in some areas and sewer drains, if possible, on Ridge and Rice Streets. It will also enable the council to lend money at a low interest rate to property owners who would be willing to renovate their properties.

Main Street, although a state road in the early 1900's, was not paved at that time. It was not until 1921 that it became a main thoroughfare and was resurfaced with concrete or blacktop and has been maintained that way since then.

The state tried for several years to make the road a wider right of way through the center of Dallas at the expense of the Borough. The See CENTER, pg 2

Mundy takes state title at 800 meters

By CHARLOT M. DENMON
Staff Writer

As early as January, Dallas High School senior Hugh Mundy set his sights on winning a gold medal in this year's PIAA State Track and Field Championships, and Saturday he did it.

Mundy had planned to run the 1600m and 800m runs in the meet held in Shippensburg, but scratched himself from the 1600 to be fresh for the 800 run.

On Friday Mundy ran well ahead of the other runners in the 800 after the first lap to advance to the finals Saturday. A few of the runners flew out to an early lead in the first lap but Mundy soon overtook them and breezed to an early win.

Mundy did the same thing Saturday in the finals, pushed to the back by his competition in the first part of the race but before the last 400 meters of the run he had taken

the lead and won easily in 1:56.83.

Mundy, with his fellow Mountaineers John Ashton, Jim Evans and Walt Fader also took a fourth place medal in the 3200m relay team finishing in 8:3.45, and the four runners just missed the qualifying times in the 1600 relay.

Ed Radzinski of Lake-Lehman missed a medal in the 1600 run by finishing seventh in 4:31.99 and Gretchen Schuler placed seventh in the AA girls 3200m run with a time of 12:06.33.

Walter Fader of Dallas ran the 1600m and 3200m but missed picking up medals by coming in ninth and 10 for the Mountaineers.

The Dallas track team placed 12 in the team standing with Milton Hershey taking the Class AA team title. Meyers, last year's state title winner tied with GAR for 50th place in this year's competition.

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- DEER MEADOW APPEAL LOSES, PG 3
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Coming up:

- RED CROSS BLOOD DRIVE - Thurs., June 1, 1-6 PM, Meadows Nursing Center, Dallas
- BACK MOUNTAIN WATER COMMISSION - Thurs., June 1, 8 PM, Kingston Township Municipal Bldg.
- DALLAS TOWNSHIP SUPERVISORS - Tues., June 6, 8 PM, Dallas Township Municipal Bldg.
- FRANKLIN TWP. PLANNING COMMISSION - Mon., June 5, 6:30 PM
- FRANKLIN TWP. SUPERVISORS - Mon., June 5, 8 PM
- JACKSON TWP. SUPERVISORS - Mon., June 5, 7:30 PM, Jackson Twp. Fire Hall
- KINGSTON TWP. ZONING HEARING BOARD - Mon., June 5, 8 PM, Kingston Twp. Municipal Bldg.