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Dallas, Pennsylvania

Local roads resemble race tracks

By GRACE R. DOVE
Post Staff

When Kathy Hoffman's family moved to Lower Demunds Road from a small Wisconsin town nearly a year ago, they didn't expect to see a superhighway at their doorstep.

"We thought that being off the main highway, it would be quieter and have less traffic," she said as her sons, Nathan and Matthew, tossed a football in the backyard. They aren't allowed to play in the front yard or ride their bikes on the road.

"They fly up and down here like crazy, especially on the corners," said John Emil, who moved to Lower Demunds Road in 1978.

● A fence, originally built to protect the family pet, now keeps a precious grandchild out of harm's way.

"This is a pretty busy road now," he said. "There are a lot of kids with bikes around, but they don't seem to mind it much."

Similar comments are heard from residents of some of the Back Mountain's most heavily-travelled roads - Pioneer and Overbrook avenues, Carverton, Upper and Lower Demunds roads, Main Street and Routes 309 and 415.

In addition to serving as main traffic arteries to the outlying areas, the back roads have become popular alternate routes for drivers trying to avoid traffic congestion, especially during recent construction on Route 309.

Residents and police say drivers tend to ignore posted speed limits. Dallas Township police chief Carl Miers often clocks drivers going more than ten

"They fly up and down here like crazy, especially on the corners."

John Emil
Lower Demunds Rd.

See ROADS, pg 16



POST PHOTO/GRACE R. DOVE

Just sloshing along

Whenever heavy rain hits the area and the creek behind the Luzerne County maintenance garage overflows, Lower Demunds Road resident Joe Konnick must wade through nearly a foot of water in his driveway to reach his mailbox.

Native move off 'til mid '95

By GRACE R. DOVE
Post Staff

Construction delays at Native Textiles' new plant in Glens Falls, NY, have given the company's 127 employees in Dallas a few more months of work.

Native's parent company, Carrisbrook Industries, had announced March 25 that the Dallas plant will be relocated to Glens Falls within a year as a consolidation measure.

"They plan to break ground for the new plant August 28," said company spokesperson JoAnn Eckrote. "They want to have the roof up before the cold weather starts, but there have been several delays with the contractors. They keep moving our closing date back - now we'll be here until July."

Carrisbrook had originally planned to close the Dallas plant by March, 1995.

Once the new facility in Glens Falls is built, the machinery presently in Dallas will be moved there and the empty building either sold or leased, Eckrote said.

"They don't want to just abandon the building," she said.

So far Carrisbrook Industries hasn't said whether it will sell or lease the Dallas plant, once it's vacated.

Without a definite closing date, it's difficult to interest prospective occupants in the facility, according to the Greater Wilkes-Barre Chamber of Commerce.

"We're holding back on heavily marketing the Native Textiles building until we get a definite shut-

Unionized workers make about \$2 per hour less in Glens Falls

See NATIVE, pg 16

Drivers can test their skill in SCCA event

By GRACE R. DOVE
Post Staff

The sound of well-tuned motors will echo across the Dallas High School parking lot August 28, when the Northeastern Pennsylvania Region of the Sports Car Club of America (SCCA) sponsors a skills event.

Open to the public, the timed event will consist of a course laid out with orange cones in the parking lot. Drivers will score points for completing the course quickly, safely and without hitting any cones.

Slower times or knocking cones down will result in penalties.

Cars will compete in different classes, depending on their size and speed, with separate classes for modified vehicles with oversized tires, special suspensions or sway bars.

If any smaller Formula cars enter, they'll also have their own class.

SCCA volunteers will be stationed along the course with walkie-talkies and fire extinguishers.

"This is a safe, fun event," said SCCA's regional Solo II chairman David Estelle. "You get to drive the way you dreamed of when you were a kid."

He plans to enter his modified Toyota Celica, black with a bright yellow racing stripe, in the modified class.

Each driver will compete under strictly enforced safety regulations:

- All drivers must be at least 16 years old.
- Due to safety concerns, no four-wheel-drive vehicles will

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Noise, vandalism at park raise concerns in borough

The potential for vandalism brought a neighbor of the Kenneth Young Memorial Park to the August 16 meeting of the Dallas Borough Council.

Mrs. Corinne Thomason of 72 Luzerne Avenue said the current curfew of 10 p.m., which applies to youths age 17 and under, is inadequate to address the problem. She said it appears that older people are involved.

"I don't mind basketball noise at 9 o'clock at night, or even 10," she said, "but through midnight and beyond should not be tolerated."

There have been several unreported incidents of noise or van-

dalism, and neighbors worry that more will occur if nothing is done. Police chief Jack Fowler said increased cruiser patrols are probably not the answer.

Martha Weber, recreation committee chairman, responded by forming a special committee to investigate and make recommendations for a corrective ordinance. That would cover ages and hours of use, as well as alcoholic beverage restrictions, signs and other items that would give the police the tools to take action.

Mrs. Thomason was invited to join the committee, which is also

See BOROUGH PARK, pg 2



POST PHOTO/GRACE R. DOVE

Sticky mess

Kingston Township manager Jeff Box survived his third year of being the target for the annual pudding pie throwing contest at the Center Street Park August 19. Youngsters turned out to bombard him with paper plates of chocolate and coconut-flavored pudding.

Harveys Lake council ok's new police pact

By GRACE R. DOVE
Post Staff

The Harveys Lake Borough council accepted its first police contract at the regular council meeting August 16.

Although ratified by the council, the contract won't be official until the department's two full-time and four part-time officers vote on it September 3.

The full-time officers were represented in the negotiations by the Fraternal Order of Police (FOP), a police labor organization.

Under the terms of the two-year contract, supplied by solici-

tor Charles McCormick, the assistant police chief will earn \$17,000 in 1994 and \$18,500 in 1995, while the full-time patrolmen will earn \$16,000 this year and \$17,500 in 1995.

Last year assistant chief Ronald Spock's salary was \$7.45 per hour, or \$15,496 without overtime, while full-time patrolman Mark Karlonis earned \$6.75 per hour or \$14,040 without overtime.

Four part-time patrolmen now earning \$7 per hour will receive \$7.50 per hour this year and \$7.75 per hour in 1995.

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■ **Dave's fearless forecast** for the college football season appears on page 12.

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