

DON'T PLAY ON THE ROAD - Nathan and Matthew Hoffman toss a football in their backyard on Lower Demunds Road, where so many cars speed through that they aren't allowed to ride their bikes there.

POST PHOTO/GRACE R. DOVE

Roads

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miles per hour over the posted limits.

"You can't even cross the street," said Main Street resident Nancy Stokes "Sometimes they go through here around 50 miles an hour. It's like living in the middle of a four-lane highway, especially in the summer."

She said that she can't hear her television during the summer unless she turns it up very high.

The traffic has gradually worsened during the 44 years that Don Smith has lived on Main Street.

When his children were little, he had to warn them to stay away from the street and play in the back yard.

"If you have a pet, you have to tie it up so that it doesn't get run over," he said.

Ellen Newberry's children and grandchildren grew up playing ball in the middle of Main Street, when traffic was lighter and slower.

"Now it's gotten really wicked," she said as cars and a bus whizzed past her front porch.

About a mile down the road, where Main turns into Pioneer Ave., Jean and Paul Rodda described the heavy trucks which they have seen navigating the road in front of their home.

"We even saw a tractor-trailer carrying cars," said Mrs. Rodda,

who became so concerned that she wrote a letter, published several weeks ago in *The Dallas Post*, asking drivers on Pioneer Ave. to slow down.

After they wrote to Senator Charles Lemmond about the tractor-trailers, the heavy trucks disappeared.

Still, the Roddas worry about places where ice doesn't melt during the winter, which caused three accidents with serious injuries this past winter.

Like Kathy Stokes a mile up the road, they carefully time when they can cross the road to get to their mailbox.

"You have to go at 11 a.m. or 2 p.m. if you don't want to get killed," Mrs. Rodda said.

They blame recent highway construction for aggravating the situation, as drivers trying to avoid tieups on Route 309 used the back roads instead.

"It may get worse when everything's finished," Rodda said. "When they install the new traffic lights at Franklin Street and Main Road, people will probably try to use Pioneer Ave. as a bypass."

"It scares me out here," said Peter Chupka, who moved to Overbrook Ave. four years ago. "We didn't expect this kind of traffic when we moved here. They drive

through here like there's no speed limit."

With a baby on the way, Chupka is considering fencing in his yard. Both children and cars are quick, he said.

A neighbor, who would only identify himself as George, compared Overbrook Ave. to the Indianapolis 500.

Police in Dallas and Kingston townships and Dallas Borough say that they plan to increase enforcement of the speed limits. All three chiefs have received numerous complaints about speeding.

Recent safety blitzes temporarily slowed traffic on Route 309 but didn't help the back roads.

"A lot of them are trying to avoid the construction," said Dallas Borough police chief Jack Fowler. "We're stepping up enforcement and getting new, improved speed-timing devices, which are more efficient over shorter distances."

Native

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down date," said Chamber of Commerce business development manager Jim Hilsher.

"We don't have any figures on what the company would want for leasing or selling the building. We have already received a request for information from a similar industry located out of the state, but the next step is up to Native Textiles."

Hilsher said the Chamber of Commerce can supply prospective occupants with information on state-funded low-interest loans for expansion, job training or equipment upgrading and can work with area utilities on setting competitive rates, especially for larger industrial customers.

Several interested persons have visited the Dallas plant and others have requested blueprints of the facility, Eckrote said.

She added that Carrisbrook took seven Dallas workers to Glens Falls to tour the new site in July, but none has expressed an interest in relocating there. That may be because, while the cost of living is higher in Glens Falls, the pay will be lower.

"They have a different union up there, so the pay is different, about \$2 per hour less than what they were earning here," she said. "The only non-union jobs up there will be plant manager and a couple of department heads. My job will be eliminated and the office staff cut back to one girl and a half-time person."

The Dallas plant's 127 workers manning three shifts earn an average hourly rate of \$9.30 and are represented by the American Clothing and Textile Workers' Union.

The cost of living is higher in Glens Falls, according to Adirondack Regional Chamber of Commerce CEO Jim Berg.

While the Greater Wilkes-Barre area's cost of

living is very close to the national average, the cost of living in Glens Falls is about 10 percent higher, he said. The average price of a new 1,800 square foot home in the Glens Falls area is about \$118,000, Berg said.

Glens Falls is also a manufacturing center for medical devices and health care products, with several companies expanding their work forces, he said.

"We're the catheter capital of the world," Berg bragged. "The catheter was invented near here."

While the cost of living is higher, the price of health care is the lowest in the country, due to better managed care, he added.

Glens Falls is about an hour north of Albany, at the foot of the Adirondack Mountains, Eckrote said. Winter starts there a month before it does in Northeastern Pennsylvania and ends a month later.

Native Textiles, formerly Natona Mills, has been in operation in the Back Mountain for nearly 50 years, employing nearly 600 people in its heyday.

Several homes clustered around Burndale Ave. were originally built by the company to be rented by its workers.

Once known as one of the country's premiere lace producers, the plant also made camouflage netting for the military and material for a special suit for one of NASA's space monkeys.

It now produces tricot fabric used in women's intimate apparel, athletic jacket linings and football-type jerseys.

In 1993 it paid \$2,898 in taxes to Dallas Borough and \$22,895 to the Dallas school district.

Native Textiles' parent company is Carrisbrook Industries of Glens Falls, New York, which is in turn owned by Hanson, Ltd, headquartered in England.

Police pact

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Although not part of the bargaining unit, police chief Lionel Bulford, who presently earns \$7.70 per hour or \$16,224 for the year without overtime, will also receive a raise. McCormick didn't know how much Bulford's raise will be.

Officers will have their new uniforms, recently changed from all charcoal gray to a light blue shirt and navy blue pants, supplied by the borough, with a \$300 yearly uniform allowance for full-time officers who have served two or more years and \$200 for part-time officers.

Other benefits include family health insurance with an HMO, 10 holidays a year, three personal days, three days bereavement leave and one sick day per month or 12 per year, which may be accumulated to 24 sick days per year.

Vacation policy is one week for one to three years with the department, two weeks for four to seven years and three weeks for officers serving more than seven years.

"It took a long time to come up with a contract because we had never had one before," McCormick said. "We basically had to start

from square one."

In other business, the council voted to:

- Hold a public meeting at 7 p.m. Sept. 20 for a progress report from Coastal Environmental Services on the Clean Lake Study.

- Advertise for bids for road work.

- Investigate the specifications on a truck to replace the 1991 vehicle which is presently used to plow snow and pull the recycling trailer.

- Apply for a charge account for gasoline and oil for the police and road crew vehicles at Turkey Hill.

Auction at Tobyhanna Depot

The Defense Reutilization and Marketing Office will conduct a local auction at Tobyhanna Army Depot Aug. 31, at 10 a.m. in Building 16.

Registration for the auction is scheduled for 8 to 10:30 a.m.

Property to be auctioned includes medical equipment, office furniture and equipment, computer equipment, welders, air conditioners, vacuum pumps, railroad ties, hardware and many

other items.

Property may be inspected from 8 a.m. to 3 p.m. on Aug. 25, 29, 30 and from 8 to 9:30 a.m. on Aug. 31.

Successful bidders must pay for and remove property by 3 p.m., Sept. 8. Payment must be in cash, certified check or with a VISA/MASTERCARD credit card. Loading hours are 8 a.m. to 3 p.m.

The depot is located off Exit 7 of Interstate 380 in Monroe County.



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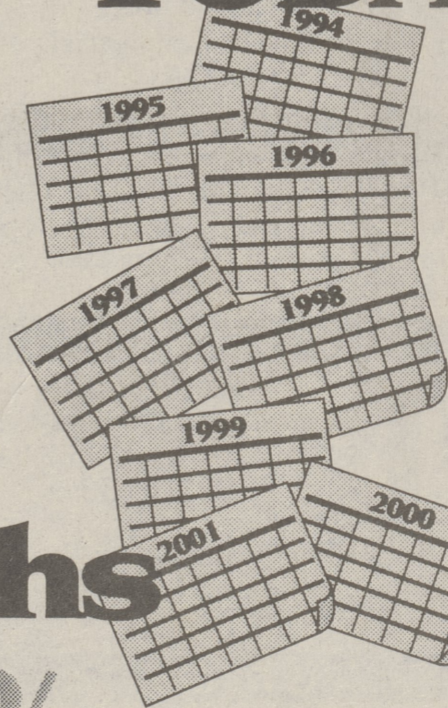
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