

The Dallas Post

EDITORIALS

Drought should spur action on water sources

As we end the driest August on record, the earth's most precious substance is again on the minds of conscientious people in the Back Mountain. This is the third dry summer in eight years, but in that time no action has been taken to assure adequate water supplies throughout the region.

This is less a problem for customers of United Water Resources, the successor to the Dallas and Shavertown Water companies, than for people unfortunate enough to be held captive by one of the 30-plus neighborhood utilities, some of which provide substandard service in the best of times. In these worse conditions, it's not uncommon to receive no service at all.

Having one's own well seems a ready alternative to dependence on a system that exists simply because a developer didn't care to put out the expense of hooking up to a larger supplier, or perhaps saw the guaranteed cashflow available from selling a necessary resource to unwary home buyers. But if individual wells tap the same aquifer as their neighbors, and of commercial users, they'll all suffer the same fate.

It's unfashionable these days to suggest government has a useful role to play in people's lives, but this is one case where other alternatives are failing. There was some talk about creating a regional water authority after the severe drought of 1988, but no progress has been made in that direction. This summer's reminder ought to spur us to take concrete action to assure that everyone in the Back Mountain has access to enough clean water, at a fair price.

Mrs. Crump's legacy

The Back Mountain Memorial Library's "First Lady," Mrs. Florence Crump, left a legacy of service all of us would do well to emulate. Mrs. Crump dedicated a good part of her life to the library, serving as the first children's librarian, on the board of directors, founding the book club and beginning the book booth at the annual auction. These were not honorary functions, they required effort, devotion and sacrifice.

But Mrs. Crump wasn't only a leader, she could serve and follow as well. At the age of 90, she cooked up a batch of cookies and brought them to the volunteers who moved books to the present library building 10 years ago. She also had a sharp eye for detail, carefully reading the library news column and visiting the office of *The Dallas Post* to congratulate or chide us until only five or six years ago.

The Back Mountain will miss Mrs. Crump, but will also gain if some of us who witnessed her gracious and determined path through life take her example to heart and contribute a little of ourselves to the betterment of our community.

Publisher's notebook

Ron Bartizek



I confess, I've been guilty of driving a little too fast sometimes, especially if it's been a long day and I can't wait to get home. But I repent, and so should you, because starting this week the roadsides will be traveled by hundreds of school children. The kids should have received instruction about safe walking and crossing, and most probably have. But they're still children, and most won't take the message seriously until they have a close call. That leaves the responsibility to us adults; we need to be careful and watchful of kids along the roadway, slowing down and anticipating trouble spots. Even if you're right, you wouldn't want to live with the image of a child injured or worse by your vehicle. School's in, drive safely.

Speaking of back to school, a message was left on our office answering machine asking why we had nothing about Gate of Heaven School in last week's special section. The answer is a reason, but not an excuse; we weren't sent any information by the school. That doesn't really get us off the hook, though, because we should have called to get an opening week schedule and anything else parents might want to know. It won't happen again.

Do you agree? Disagree?

Editorials are the opinion of the management of *The Dallas Post*, and are written by the editor unless otherwise indicated. We welcome your opinion on contemporary issues in the form of letters to the editor. If you don't write, the community may never hear a contrasting point of view. Send letters to: *The Dallas Post*, P.O. Box 366, Dallas, PA 18612. Please include your name, address and a daytime phone number so that we may verify authenticity. We do not publish anonymous letters, but will consider withholding the name in exceptional circumstances. We reserve the right to edit for length and grammar.

The Dallas Post

Published Weekly By Bartsen Media, Inc.
P.O. Box 366, Dallas PA 18612
717-675-5211

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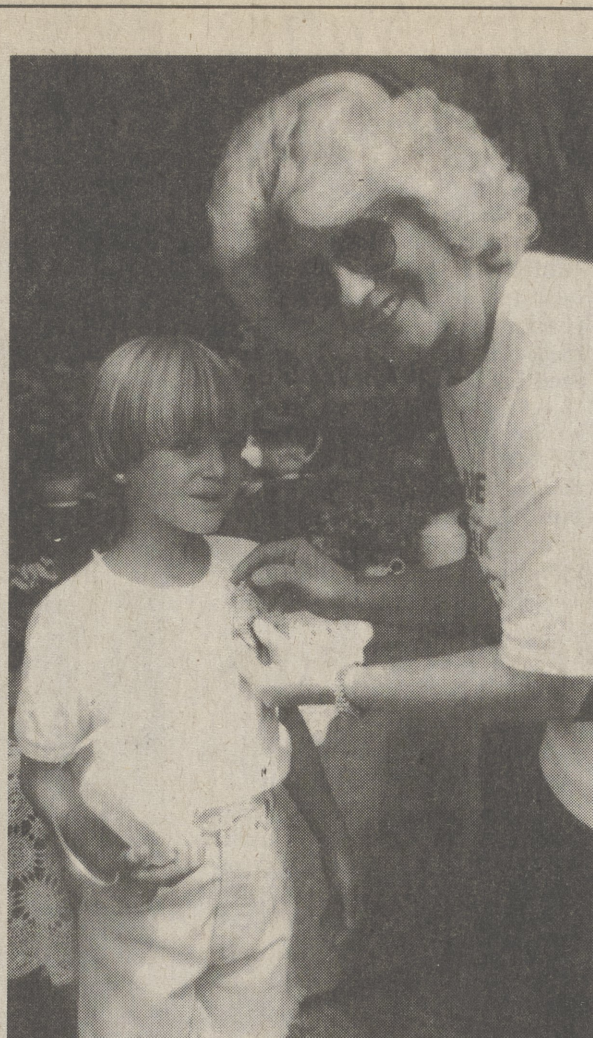
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Aaron Aciekewicz, left, 1 1/2-year-old son of John and Beth Aciekewicz of Trucksville, found the sandbox at Arts at Hayfield fascinating. Diane Supey, Huntsville, pinned a treasure on daughter Amanda. Photos by Charlotte Bartizek.

A Case for Conservation



Alene N. Case

As we enter the second quarter century of the "environmental movement" many people are wondering whether such issues have become so invisible in the United States that it will require a major disaster to alert the public to the fact that we still have serious environmental problems. I contend that one only needs to drive down the highway in order to be convinced. Haven't you noticed how many diesel trucks continue to emit large plumes of black smoke when they start up or change gears?

In 1972, my husband and I lived with our newborn son near Pearl Harbor, Hawaii. You might think that pollution would have been our least concern in such a tropical paradise. But, our apartment was within 25 feet of a very busy intersection on a four-lane highway. In order to protect our baby from the soot emitted by the trucks that stopped at that intersection, we covered a screen with cheesecloth and sprayed it with *Endust*. The cheesecloth got so black that it had to be changed every two weeks. It really disturbs me to think that in 1995 there are other young couples facing exactly the same situation.

While regulations for automobile and factory emissions have become more stringent over the past 25 years, trucks have generally been exempt. Only in the past five years have any restrictions been applied. And, the 1994 model year was the first one in which truck manufacturers were re-

A simple pollution solution

quired to severely curtail the particulate matter (soot and smoke) emissions from their vehicles. Since car owners generally keep their vehicles less than ten years, manufacturing strategies have worked well for the automobile fleet. However, trucks—especially those used for local stop-and-go driving such as construction and garbage hauling—do not tend to be replaced as quickly. Therefore, we could be bothered by belching trucks well into the next century.

There are several approaches to this problem. Cleaner burning fuels are now being sold to truckers as well as to automobile drivers. Some people in industry seem to think that research on such fuels will ultimately solve our problem. I doubt that truck owners will resist the temptation to tinker with the engines of their vehicles to get more power and thus negate the healthy effects of cleaner fuels and better engine design. And, they certainly are not going to submit willingly to regular emissions inspections.

So, what do we do? After many scary trips down I-81 and I-80 tangling with 18-wheelers, I have come to the conclusion that the only reasonable solution is to ship less by truck and more by rail. Now, before you conclude that I have finally lost all my marbles, please consider these pertinent facts. First, since we began this discussion with observations on pollution, let's compare rail versus truck transportation of freight in various pollution categories. Trucks range from 3.6 to 13.6 times greater emissions of various pollutants per ton-mile compared to railroads. The 13.6 is for—you guessed it—particulate matter. And, I should add that both of these modes of transportation use diesel fuel.

According to a DOT (US) report released in 1991, railroads are 1.4 to 9 times as fuel efficient as

trucks depending upon the type of route studied. The authors were surprised that this held true even on "local" routes of 100 miles or less. In fact, *rail fuel efficiency at its worst was better than the best truck fuel efficiency* when compared on a ton-mile per gallon basis. Believe it or not, on a route of 2,000 miles, almost 2,000 gallons of fuel could be saved per train car compared to sending the same amount of freight the same distance by truck. Therefore, we would not only be cutting down on pollutants such as nitrogen oxides and hydrocarbons, but we would not be generating as much carbon dioxide (there is no other way to cut carbon dioxide emissions than to use less fuel).

There are at least two other reasons to prefer rail transportation. First, many fewer injuries and deaths occur as a result of accidents involving trains. Railroad workers have one of the best safety records of any industry. The illness and injury rate among truckers is about twice that of railroad workers. The instances of trains injuring or killing people in cars or on foot have decreased dramatically in the past 15 years. However, trucks are involved in 36 percent of all fatal accidents in the USA (1993 statistics). Second, truck weights account for approximately 70 percent of damage to our roadways. That means that not only must governments invest large amounts of money patching and rebuilding but also other vehicles waste considerable amounts of fuel traveling on rough roads. One Alaskan study determined that deteriorated roadways increase fuel consumption by 56-67 percent. That's a lot of petrol!

Please join with me in doing all we can to support rail transportation. It will make our world safer for us and less polluted for all creatures, including newborn babies near busy intersections.

Dolls of the World visit library

is not here, as it is in for repairs. She receives these dolls from her maternal grandparents, Doris and Charles Cox of Moorestown, New Jersey. They have traveled to many places around the world and always bring an authentic doll from the country they visit for Elizabeth.

There are 21 dolls on display, her favorite one being a doll in red from Japan. The other dolls are from Brazil, Israel, Costa Rica, Austria, Mexico, France, Czech Republic, Switzerland, Spain, Holland, Egypt, Germany, India, Hawaii, South Africa, Greece, Thailand, Normandy, Rio Brazil and her newest one from Sweden, where Elizabeth's great-grandparents were born. The doll from Sweden is Pippi Longstocking; as she is so popular in Sweden, and she came with the hard cover book of Pippi. Pippi has been a very popular book in the children's room at the library all through the years.

Elizabeth helped at the library while she was here; stamped magazines for Scott, repaired books with Jane, helped volunteer Fran slip and mark books for

shelving; and helped Jeff in the basement room. Jeff also helped Elizabeth make the name tags for the dolls and set them up in the display. All in all, a very exciting experience for the two days she visited. One of the greatest treasures is being able to love and enjoy your grandchildren and watch them grow up right in front of your eyes. These dolls will be at the library until September 20.

New books at the library: "A Wild and Lonely Place" by Marcia Muller tells of a marverick heroine who has evolved from a 1960s idealist into a formidable criminal investigator who has not lost her deep, abiding love of San Francisco history and values. Sharon McCone goes on a dangerous journey that leads to a secluded Caribbean isle, where secrecy staves a claim.

"The Valentine Legacy" by Catherine Coulter is a romantic Regency novel spinning both sides of the Atlantic. Jesse and James are the unlikeliest romantic duo among their native Baltimore riding set. A spicy romance, an attraction of opposites creates a mystery.

ONLY
YESTERDAY



60 Years Ago - Sept. 6, 1935

SCHOOL STARTS, SOME CLASSES CROWDED

Directors of the Dallas Borough school board will discuss plans for a six room addition to the borough's high school at a meeting Monday night. The project will be discussed as a WPA job, directors decided at a special session on Wednesday. Estimates will be secured and considered at the meeting on Monday. The addition would include six rooms and a basement.

Crowded conditions in Kingston Township as classes were resumed this week forced directors to make changes in grades to relieve the congestion. All seventh grade students will attend classes at Trucksville grade school and Shavertown pupils in the first six grades will go to Shavertown school. The six grades will also be taught at Trucksville for students from that part of town.

50 Years Ago - Sept. 7, 1945

BORO CRACKS DOWN ON JUVENILE DELINQUENTS

Alarmed at a rising tide of juvenile delinquency, Dallas Borough Council at its meeting Tuesday took drastic action to remove some of the causes. Council advised Burgess H.A. Smith to have police warn owners of establishments operating punch boards, pin ball machines and slot machines to remove them at once or have them confiscated. Council also reinstated the 9 p.m. curfew ordinance and will have police rigidly enforce it.

Construction of a new \$12,500 firehouse of Colonial design was assured this week with the announcement that Mrs. Bertha Conyngham, widow of the late John Conyngham, has given the Lehman Vol. Fire Co., \$5,000 towards its building fund. The gift came just as members were becoming discouraged and feared that they could not build a firehouse adequate for community needs and suitable design within the limits of the budget they had planned.

40 Years Ago - Sept. 2, 1955

LANDMARK OLD GOSS SCHOOL COMES DOWN

With the demolition of the old Goss School Building, the Back Mountain is losing one of its historic landmarks. Bob Moore, East Dallas, purchased the building for \$151. He expects to use it in building a home.

Luzerne County Registration Commission clerks will sit at the Dallas Borough building Sept. 8 to enroll new voters and accept changes of address. Those eligible to register must have attained the age of 21 on or before the coming November election.

William C. Amos, former resident of Upper Demunds Road, now living at the Sutton Home, Wilkes-Barre, is being seriously considered for a place on the permanent panel of "Life Begins at 80" the Channel 34 TV show, appearing at 9:30 p.m. from New York. Two officials from the New York studio interviewed him Saturday and were greatly impressed with his old-world manners and his grasp of current events.

30 Years Ago - Sept. 2, 1965

DALLAS SCHOOLS PLAN NEEDED EXPANSION

Three new teachers were appointed and lengthy discussion given to the new building program and overcrowded conditions at Dallas Schools at a special meeting of the Board of that district at the Senior High School. First to be constructed will be a new elementary building, which will house 35 classrooms. An addition to the junior high building will include 11 new rooms, while six classrooms are needed at the senior high. The new library will occupy the present courtyard and the library facilities will be transformed into two laboratories. No architect has yet been selected for the new building plan, which has met the approval of state educational authorities. The proposed plan calls for a three year span of construction.

You could get - Hen turkeys, 39¢ lb.; Lancaster Brand canned hams, 3-lb. can, \$2.59; honeydew melons, 59¢ ea.; Orange juice, 1/2 gal. 69¢; Swiss cheese, 1-lb. pkg. 59¢.