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Westmoreland School anti-drug class graduates

By GRACE R. DOVE
Post Staff

TRUCKSVILLE - In addition to being graduation day for Dallas seniors, Friday was also the day eight classes of fifth graders graduated from a class which could affect the rest of their lives.

Students recited a pledge to "strive to live my life drug-free and violence-free" during a special assembly commemorating their completion of DARE, Drug Avoid-

ance Resistance Education, taught by district DARE officer Frank Ziegler of the Kingston Township police department.

"Now you're part of the DARE family," he said to the students after they recited the pledge which he wrote for his students.

Each student received a certificate and a bag containing a plastic notebook pouch, pencils, a pencil sharpener, a bumper sticker, smaller stickers and a T-shirt, all sporting the DARE logo.



Katje Brown gave DARE officer Frank Ziegler a hug after receiving an award for writing one of the three best essays in Westmoreland School's fifth grade.

"This is a piece of history," Ziegler told the students as they received their certificates, which have the official Kingston Town-

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Bond issue divides board

By ANN POEPPERLING
Staff Correspondent

LEHMAN TWP. - School board members heard a proposal to finance new and old debt June 13, but disagreed on the correct course for the Lake-Lehman School District.

Representatives gave a presentation on refunding a current bond issue and financing a \$1.5 million capital expenditures project for the district. Representing the district's bond counsel was Attorney Tim O'Neill of Lamb, Wendle,

"I think we should drive the project cost down to a more prudent figure."

Dave Kaufman
School board member

and McErlane from Westchester, PA. Also present was Henry Solusti representing the underwriting firm of Wheat, First, Butcher, and Singer of Philadelphia.

According to Solusti, the total size of the proposed "wrap-around financing" bond would be about \$4,410,000. That amount constitutes \$2,910,000 to refund existing debt, and \$1,500,000 new money for capital expenditures projects planned by the district over the next three years.

The existing debt, a 1991 bond issue originally financed by First Eastern Bank in the amount of \$3,910,000 at a rate varying between 4.5% and 6.25%, would

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Blocked pipe wrecks yard, owners say

By GRACE R. DOVE
Post Staff

LEHMAN - Represented by attorney Ben R. Jones III, Gerald and Althea Clark asked the supervisors for help in dealing with a drainage problem, which in the past 30 months has allowed water to carve an eight-inch-deep gully through 150 feet of their property.

The water is draining from Old Route 115 on the hill just before the intersection with Route 118, across their back yard, where it bubbles up and seeps through walls into their basement. They believe one of several drainage culverts along Old Route 115 is blocked, sending the water into their yard.

The supervisors promised to check the culverts along that stretch of Old Route 115 and open up any which are blocked.

Oak Hill resident Peter Kostelnick asked the supervisors to research any ordinances pertaining to keeping cats tied up. He and his wife have created a bird and wildlife feeding area in their yard, which has now been invaded by a neighbor's cat.

"It's pretty gruesome to watch a cat mauling a chipmunk while

See LEHMAN, pg 2



SO HAPPY SHE COULD CRY

POST PHOTO CHARLOTTE BARTIZEK

As Keri Ann Bachman shed tears at the Dallas High School graduation ceremony, Kerri Lynn Brown, far left, and Brenda

Baker cast wary glances her way. They were looking a bit teary-eyed a few minutes before. More photos on pages 6-7.

45-year-old pile driver plies Harveys Lake, slowly

By GRACE R. DOVE
Post Staff

HARVEYS LAKE - Its owners call it their pleasure ship, but it's the biggest, loudest and slowest boat on the lake.

Well, it's not exactly a boat. The noisy behemoth is a floating pile driver used to sink dock pilings into the lake bed.

Owned by Dauksis Construction, the pile driver is at least 45 years old, according to general manager Rick Miller. It consists of a large floating platform, a 900-lb. hammer, its tall mounting and a four-cylinder car motor to drive it.

The pile driver isn't self-propelled and must be pushed or pulled to each job site on the lake by a small work boat.

"You can't buy one like this - you have to build it," Miller said. "It would cost about \$10,000 to duplicate."

The pile driver pounds 20-foot pilings into the lake bed to a depth of about six feet by pulling the hammer 20 feet into the air, then dropping it onto the end of the upright piling. Workers first use a chain saw to taper one end into a blunt point to help it penetrate

See PILE DRIVER, pg 3



POST PHOTO CHARLOTTE BARTIZEK

The 45-year-old pile driver, at rest. Additional photo on page 3.

State board allows Watkins to return to dental practice

By GRACE R. DOVE
Post Staff

DALLAS - After about 10 hours of testimony and deliberation at a preliminary hearing June 14, the state Board of Dentistry unanimously voted to reinstate Dr. William Watkins's dental license and a limited certificate permitting him to administer inhaled anesthesia.

The five-member board had temporarily suspended his license May 17 after the May 1 death of three-year-old Jonathan Walski of Sweet Valley, in the dentist's office. The child suffered an adverse reaction to an inhaled anesthetic administered by oral surgeon Dr. Joseph Mazoula so that

See WATKINS, pg 2

Traffic light project keeps Pat Maguschak on her toes

By GRACE R. DOVE
Post Staff

BACK MOUNTAIN - She's a woman for all seasons, who works in all types of weather to make sure road construction projects proceed smoothly and on time.

Orange resident Pat Maguschak is an inspector supervisor for the Pennsylvania Department of Transportation (PennDOT) working on the installation and upgrading of traffic lights in the area as part of a highway safety improvement project.

Pat is in charge of the supervisors, who ensure the work is done according to state specifications for safety and quality. She works the same hours as the contractors - which can be sunrise until sunset or all night - and must often scramble up and down embankments in all kinds of weather.

"The suppliers certify to us that the materials conform to specs for strength, quality and ability to withstand extreme weather conditions," she said. "I must keep track of all the certifications and make sure that the contractor installs everything correctly."

Correct amounts vary for different materials, Pat added. For example, the asphalt base, called BCBC, can be set down in layers no more than eight inches thick. Because the Dallas job requires up to 14 inches of the base, contractors must lay it in at least two layers.

She is also in charge of the workers' and motorists' safety and coordination of traffic patterns, which sends her out twice a day to check the orange barrels and cones used for traffic control.

Pat can also authorize minor changes in the design of the project

in case unexpected problems arise.

"I can move a drain or raise or lower a curb," she said. "Depending on the project, this type of minor change can come up every day. There's no way for us to know everything that's underground until the contractor actually starts digging - and finds a problem with a drain pipe or gas or water lines which nobody knew about when the plans were drawn."

Major changes, such as relocating a traffic signal, must be

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