

# DREDGING

(continued from page 1)

said the department may seek outside reviewers with expertise in areas such as underwater life.

The plan calls for creating a 60-foot-wide channel — about twice what it is now — with a uniform depth of 8 feet behind the Marina Pointe townhouses. The channel would be about 300 feet long.

Armand Mascioli, a partner in the townhouse development, has said up to 30 new boat slips would be built behind the buildings once the dredging is completed.

Carmon said water quality is the primary concern in deciding whether or not to grant a permit.

"The whole issue is water quality and wetlands," he said.

At the hearing, Russell James, an aquatic biologist whose firm Mascioli hired to manage the dredging operation, said that environmental and economic issues must be balanced. "I love the environment, I love Harveys Lake, but there's got to be a limit between what should and shouldn't be done to protect this community."

He recalled how the area around the lake has improved in the last 20 years. "It's not a bad thing to make money. That's what makes the world go 'round.'"

Dr. Fred Lubnow, from Princeton Hydro, an environmental consulting firm hired by the borough to develop a water management plan, said that Harveys Lake is designated as a high quality, cold water fishery, where trout and other fish can flourish. He said dredging could allow more harmful phosphorus to get into the lake.

"Wetlands reduce the phosphorus load going into water bodies," he said. "If the wet-

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**Thomas Mulcavage**  
President of Harveys Lake Beach Association

lands are impacted with no mitigation involved by either recreating or protecting them, you're going to increase your phosphorus load."

Matus said he agrees that wetlands act as a natural filter against phosphorus, but questions why more emphasis isn't placed on stopping them before they get into the water. And he discounts implications that dredging a relatively small area of wetlands will kill off all the wildlife.

"It's a specious argument," he said.

Carmon doesn't expect DEP's decision to be the end of the controversy. "We would anticipate some type of legal challenge, no matter what the decision."

Thomas Mulcavage, a shared owner of Sunset Beach and President of Harveys Lake Beach Association, was more blunt in voicing opposition to the project. "We're supposed to be stewards of the earth," he said. "Well, guess what; we're doing a lousy stewardship."

Written testimony will be accepted until Friday, Dec. 3 at DEP's Wilkes-Barre office. Write to: Marina Pointe Water Management Program, Dept. of Environmental Protection, 2 Public Square, Wilkes-Barre PA 18711.

Post correspondent Camille Pioti contributed to this article.



Near the end of its life in 1939, the Wilkes-Barre to Harveys Lake trolley passed under the bridge at Harris Hill Road in Trucksville.

# TROLLEY

(continued from page 1)

He did this, Wert explains, to receive what was called eminent domain, which, by legal right, allowed steam railways to acquire the land they needed by condemning it. Lewis, infuriated by Reynolds' bold move, hired over 100 track gang members to destroy a new Wilkes-Barre & Northern track laid down near the Lehigh Valley station, now the Dallas Post Office.

The gang, Wert said, tore up the tracks, and upset two railway cars filled with gravel over the area where Reynolds had laid this new track. After Reynolds won a court battle that prohibited Lewis from interfering with the Wilkes-Barre & Northern, Reynolds was allowed to continue construction of his line.

In 1897, however, tragedy struck Reynolds' company. A passenger car came loose going up an incline near Trucksville, rolled back down the tracks, sped downhill, jumped the tracks and plowed into a Luzerne residence, killing one person who lived in the house.

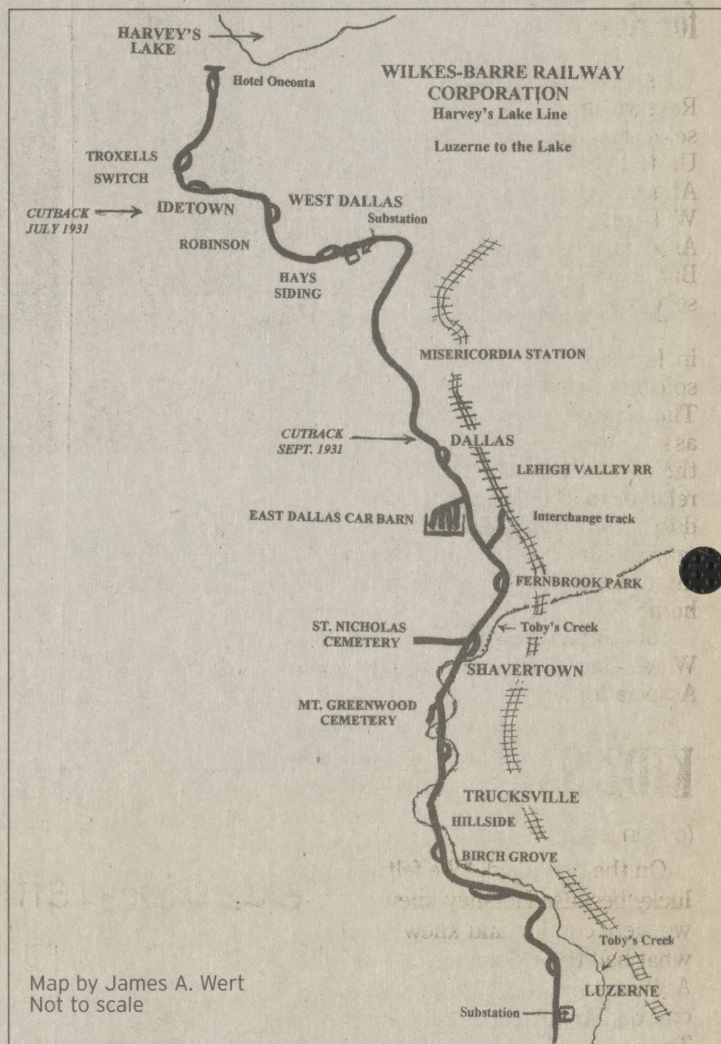
"Can you imagine the panic on that car when it started going downhill towards Luzerne, running wild?" said Wert. "It was like a roller coaster. Nothing could stop it."

As a safety precaution afterwards, Reynolds began to use the steam engines to push passenger cars instead of pulling them up the mountain.

In June 1897, the steam train finally reached Harveys Lake. The Wilkes-Barre & Wyoming Valley Traction Co., interested in Reynolds' company, took it over in February 1898. The line was then converted to trolley cars, Wert said.

But with the invention of the automobile in 1903, the trolley gradually became obsolete. People began using their own vehicles instead of the trolleys, and in 1939, the trolley service discontinued operation.

Remnants of the old trolley line still run alongside Toby's Creek in the Birch Grove area, where the rail bed is framed between the rushing water and towering cliffs.



# IN SERVICE

**Air Force Airman Janet W. Merithew** has graduated from basic military training at Lackland Air Force Base, San Antonio, Texas.



During the six weeks of training, the airman studied the Air Force mission, organization, and military customs and courtesies; performed drill and ceremony marches, and received physical training, rifle marksmanship, field training exercises, and special training in human relations. In addition, airmen who complete basic training earn credits toward an associate degree through the Community College of the Air Force.

Merithew is the daughter of Laura Grosvenor of Susquehanna, and Richard Merithew of Poplar St., Dallas. In 2004, the airman graduated from Mountain View High School, Kingsley.

**Navy Petty Officer 3rd Class Daniel R. Evans**, son of Cathie L. Fetterman of Dallas and Daniel J. Orlando of Wyoming, recently graduated from the Navy's Nuclear Power School at Naval Nuclear Power Training Command, Goose Creek, S. C.

During the six-month course, Evans studied mathematics and physics and spent hours becoming familiar with nuclear reactor theory and operations. Evans is prepared to operate a reactor on a nuclear powered submarine or aircraft carrier.

Evans is a 2003 graduate of Lake-Lehman High School and joined the Navy in July 2003.

# Permits required in Franklin Twp.

The Franklin Township Board of Supervisors would like to remind Township residents that permits are

required for new construction, additions, swimming pools, and business signs. Additionally, the Township

has ordinances that govern the installation/resurfacing of driveways, the causing of a nuisance, and the barking of dogs. All Township ordinances and a complete fee schedule

may be viewed at the Business Office by Township ordinances and a complete fee schedule may be viewed at the Business Office by calling 333-5131.

# KT Lions invite members

The Kingston Township Lions Club meets the first and third Thursday of each month at Tommy's Roadhouse in Trucksville, at 7 p.m. Anyone interested in becoming a member can call Mike at 905-6865.

# CROSSWORD ANSWERS

Puzzles appear on page 8

**Rational Numbers**  
answers

4	3	6	2
1	1	5	0
	3	9	2
			8
1	6		7
			7
0	4	9	8
6	5	5	9
			5
2	9	3	3

**King Crossword**  
Answers

ALA	ABASH	ZEN
DEN	LADLE	USA
ZINFANDEL	CAP	
	END	DISCUS
LIZZIE	SOPH	
ODE	SAW	SEEDS
SLIM	UAR	ETON
SETON	GEM	TIA
	GROG	SOLONG
WHEEZE	TRI	
HOI	ZOROASTER	
ANS	LIARS	WRY
MET	EDGES	ORE

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Deadline is noon, Wednesday prior to publication.  
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Have a story idea? Please call, we'd like to hear about it.  
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