

Emergency Medical Calls Sunday

Dr. Thomas O'Connor

will be available on emergency calls only, if family physician can not be contacted.

New Arrivals

George T. and Shirley (Fackler) Halbleib, 103½ West Main street, a daughter, on Thursday, August 4, at the St. Joseph's hospital.

Barry L. and Linda (Maxwell) Brubaker, 720 W. Main St., a son, at St. Joseph's hospital.

Urge Caution Near High Wires

Pennsylvania Power and Light company has renewed its annual plea to Central Eastern Pennsylvania contractors, scrapyards, operators, railroads, TV cable companies, and fire companies to promote the safest working conditions possible when operating cranes and other high-reaching equipment near electric lines.

"Safety and informational literature involved with the company's annual Crane Contact Program have been mailed to these equipment operators and to union officials and service area municipal officials in an all-out effort to reduce the substantial, and increasing, number of crane and boom contacts each year," PP&L president Jack K. Busby said. "In addition, we are asking all company employees, through individual letters and bulletin board posters, to take an active part in the safety campaign by reporting incidents of equipment operating close to our lines.

"Despite the fact it is illegal to operate equipment within six feet of a power line, despite our annual efforts to eliminate equipment contacts with our lines and despite the willingness of operators to cooperate with us, annual contacts have increased from 29 to 40 during the past

NEW SPEED LIMIT PROVIDED FOR PENNSYLVANIA HIGHWAYS UNDER POINT SYSTEM LEGISLATION

This is the third in a series of three articles designed to inform all Pennsylvanians regarding the new Point System legislation effective July 24, 1966. This article points out the changes that are being made in the speed limits on many Pennsylvania highways, one of the least publicized aspects of the new law.

While the Pennsylvania Point System is revamping the driver's attitudes through education, "roadside Pennsylvania" is undergoing a bit of revamping also. The "new look" is the result of speed limit changes being made in keeping with the new Point System.

And back in the garages of truckers and other commercial vehicle owners, there have been some additional new privileges that will change the responsibilities of the commercial carriers.

"Speaking for the people, the Pennsylvania legislature has incorporated certain basic changes in the speed limits on Pennsylvania highways," said Edmund R. Ricker, Director of the Bureau of Traffic for the Pennsylvania Highway Department.

While these changes in speed limits have been anticipated by the legislation, none will be in effect before the highways are marked!

THE BASIC RULE

"Perhaps the best rule for motorists to remember is simply that the basic speed limit on all Pennsylvania highways will be 55 m.p.h. unless posted otherwise. Remember to drive within these limits," Mr. Ricker said.

He added: "Because the speed limit is increased in some instances, it does not mean that drivers should increase their speed if conditions are not favorable."

Under the Point System certain

four lane highways in Pennsylvania which were previously 60 m.p.h. for passenger cars and 50 for trucks and commercial vehicles will eventually be raised to 55 for commercial carriers.

Two examples of areas where this will be in effect are the Schuylkill Expressway linking Philadelphia with its western and southwestern suburban areas, and the Penn Lincoln Parkway in Pittsburgh. There will be certain specific areas of each, however, that will be posted at a lower speed.

Divided four lane interstate highways—Route 80 traversing the State from east to west and 81 south to Carlisle—will have a 65 m.p.h. limit for passenger cars and 55 for trucks.

Four lane highways without dividers will for the most part be marked at 55 for both passenger cars and trucks. It will never be above and, depending upon the driving conditions, in some instances lower.

While speed limits prior to the new Point System legislation were set at 40 for trucks and 50 for passenger cars on two and three lane highways, new markings will up the speed limit in some instances to 45 and 55.

Conversely the legislation makes it legal for the Secretary of Highways after engineering studies to reduce the speed limit if safety dictates.

EXTENSIVE JOBS

Pennsylvania is a big State. To

change the signs bordering its 43,000 miles of State highway is no small task.

"There are about 20,000 signs that will ultimately be changed," Mr. Ricker pointed out. "But all of them will not be changed immediately."

Most changes will entail raising a 50 m.p.h. zone to 55. Rather than start from scratch the Highway Department has used ingenuity in providing 10 by 12 inch pressure sensitive patches with a large "five" silk-screened (or printed) on the patch. The patch, a perfect match with the old sign, is placed over the zero . . . and it's permanent.

The result: a perfect sign for the traveler to see—reflectORIZED and all—at a cost of 75 cents a patch.

To replace a sign with two speed limits would cost \$23.10 for one of average size and, of course, more for the extremely large one. In addition, considerable time is saved in effecting the change using the "patch" system.

The patch method will save many thousands of dollars over that of erecting all new signs.

Under the Point System, busses, taxis, and trucks under 5,000 pounds will be classed the same as passenger cars and will be permitted to travel at the speed limits established for passenger vehicles.

With an eye to improving the new system, the legislature, when passing the Act, had written into it the requirement for a statistical study of both highway conditions and accident violations in an effort to pinpoint accident causes. This information will be provided to the legislature for future adjustments in the Point System and for highway improvements.

Band Director At Workshop

Glen Leib, Donegal band director was a recent participant in a special course of training in marching band techniques and methods held at Northwestern university, Evanston, Ill., on July 25 through July 29.

A select group of 92 music teachers assembled on the university campus for a one-week concentrated program of study with Charles Spohn, Director of the Marching Band, Ohio State university, Columbus, Ohio; and Thomas Davis, Assistant Band Director, University of Iowa, Iowa City, Iowa.

Leib recently received Northwestern's "Citation of Participation" for his work in the 1966 Workshop.

Manheim Moves Farm Exposition

The Manheim Farm Show Committee has begun plans to relocate the site of the '66 fair from the square to Linden Street, about two blocks to the east of the old location.

This annual event had for years been held on the square but since the State Highways Dept. resurfaced the street it was reluctant to permit the placing of tent poles which would puncture the surface.

The committee was informed it could use the north side of the square but felt this would spread out the activities and Linden Street was decided as more favorable for the main tent, refreshment stands and various display booths. Other buildings, such as Spahr's garage and the Scout Hall, will continue to be used for exhibits as in the past.

This year's show will be held Oct. 5, 6, and 7 with the opening parade on Wednesday, Oct. 5, at 7 p. m. The rain date will be Oct. 6. Also planned is a Baby Parade for Oct. 6, at 6 p. m., with Saturday, Oct. 8, as the rain date.

Nearly 51 million wage earners had disability income insurance in 1965.

The climb to the top may be hard . . . but the bottom is only one mistep away.

three years," Busby stated. "There have been injuries, but, fortunately, no one has been killed during this three-year period. We're all holding our collective breath—hoping that when the equipment does make contact with the line, the operator and those near his machinery will NOT provide the connection between the 'hot' equipment and the ground."

Busby explained that it is impossible to tell if an energized line is dangerous just by looking at it. "However, PP&L will gladly advise on safety operating procedures and, where necessary, will

Lions Essay Contest Open

Youth of Mount Joy have been given a challenge to develop a plan for world peace by the Mount Joy Lions club—a challenge which could earn one of them a \$25,000 educational or assistance career grant.

The Lions club, together with Lions Clubs throughout the world, is sponsoring a world-wide essay contest for the world's youth on the subject of peace.

"We are hopeful one of our young people will win this prestige award," Jay Barnhart, president of the Mount Joy club, said as he announced the contest locally.

Open to young people who will be 14 but less than 22 as of January 15, 1967, the contest offers \$50,000 in total awards, including eight semi-final world regional awards of \$1,000 each.

The contest is to develop a formula for world peace "because we feel peace is attainable," Barnhart said. "We want to alert our youth to the need for world peace and focus attention on this important goal."

Contestants should submit their entries in essay form, not to exceed 5,000 words. Closing date is Dec. 10, 1966. Students wishing to enter should contact Barnhart.

Judging will fall into four categories: 75 per cent of the essay's points will be devoted to content, 10 percent to organization, 10 percent to style and 5 percent to mechanics.

Three judges will be ap-

make suitable arrangements so that work may be carried on safely. Advice and assistance is available at all PP&L offices. We can't do a thing to help though, unless we're called BEFORE the accident happens," he said.

pointed to evaluate the entries submitted to the Mount Joy club, Barnhart said.

HAD BIRTHDAY

Maurice D. Marsales, of 34 West Main street, Mount Joy, observed his 56th birthday on Monday, August 8.

Disability income benefits by insurance companies exceeded the billion-dollar mark two years in a row.

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