

Authority to Acquire Properties In 4 Areas Unprotected by Dikes

Four mini-redevelopment projects are being undertaken by the Luzerne County Redevelopment Authority to acquire properties by the Luzerne County Redevelopment Authority to acquire properties in areas unprotected by dikes.

The four include the Hunlock Gardens Area, Hunlock Township, with properties proposed for acquisition; Riverside Drive Area, Exeter Township, eleven properties to be acquired, plus one limited interest taking; Appletree Road Area, Exeter Township; five proposed acquisitions, and Port Blanchard Area, Jenkins Township, six proposed takings.

A spokesman for the authority said these four projects were formulated after the deadline date for acquisition, set by the U. S. Department of Housing and

Urban Development, passed but are now being undertaken by the authority with the intention of the State supplying the funds.

All the properties involved in the project areas lie in the flood plain and are unprotected by a dike system, he said. The land will be designated as open-space and the residents relocated, it was reported.

Public hearings on the proposed acquisitions will be held on the following dates:

Appletree Road, Thursday, July 26, at 7 p. m., Harding Hose House; Riverside Drive, Thursday, July 26, at 7:30 p. m., Harding Hose House; Hunlock Gardens, Monday, July 30, at 7:30 p. m., Hunlock Creek Volunteer Fire Company; Port Blanchard, Tuesday, July 31, at 7:30 p. m., Jenkins Township Hose Company Building.

Properties listed for proposed acquisition in the Hunlock Gardens Redevelopment Area are: Lot 36, Box 40; Lot 7 and 8, Box 29; Lot 47, Box 26, and Lot 40, Box 10.

Riverside Drive, Exeter Township: block/parcel 4A, 5, 6A, 10, 13, Riverside Drive; block/parcel 7, corner Riverside Drive and Taft Street; 11A Wilson Avenue; 11, 12 corner Riverside Drive and Wilson Avenue; 17C Harding Avenue; 8, corner Riverside Drive and Harding Avenue; 12, 13, corner Coolidge and Riverside Drive.

Limited interest at block/parcel 6, Riverside Drive.

Appletree Road: block/parcel 25, 8, 28, 28A and 1.

Port Blanchard: 3 and 14 Miller Street; 1661 River Road; 9-9½, 83 Tennent Street; 14 Jennins Street.

July 26, 1973
T.L.E.N.

Offers for Kingston Homes May Be Made by February

As soon as Pennsylvania Department of Transportation selects land in the Third Avenue Redevelopment Project area needed for the widening of Pierce St., Kingston, Luzerne County Redevelopment Authority will be in position to release parcels of land bordering Pierce Street for commercial development.

This is brought out in a letter to residents and property owners by Kingston Project Area Committee, Richard Adams, chairman. Adams notes the Third Avenue project, which got under way long before the flood, is in the concluding state of Phase 1, site improvements.

Newsletter to residents reports actual funding of the urban renewal project for Kingston is expected by the end of August. It will not be until after that date that the authority will begin making offers for the purchase of homes listed for acquisition. Final design of and schedule of project improvements including work on streets, storm sewers, sanitary sewers, sidewalks and curbs will begin at the same time as acquisition.

James E. Price, executive di-

rector of the Redevelopment Authority, is hopeful that every homeowner who has a home to be acquired will be made an offer within six months of receipt of federal funds, or by February 1974. It is noted that replacement housing payment and relocation payment will be determined after the acquisition of the properties.

Adams reports a priority list will be established prior to acquisition. Of first concern will be the elderly or those with serious medical difficulties. Other

categories to be established will be those whose homes have been demolished, those in project planning proposals, those who have special situations and all others. Surveys are being conducted by the authority to determine the content of each category.

Homeowners interested in purchasing land adjacent to their property are to write to the authority stating the location of the land and the interested person's property and the reuse they will have for the land.

July 21, 1973

Municipal Building Bids Set Tomorrow

Bids on Hanover Township's proposed \$600,000 municipal building will be received at a special meeting scheduled for 5:30 p.m. tomorrow by the board of commissioners.

Ettore J. Lippi is the architect. The structure will be erected along Sans Souci Parkway at Buttonwood, adjacent to Kayo Service Station.

The building is designed for offices and storage of equipment. Police cruisers, trucks, garbage packers and other equipment—practically everything but fire trucks—are presently kept outside.

MARCH 22, 1973

Shaw Says Wilkes Gifts Saved Him From Job in Mines



WILKES DINES LEADERS— Key leaders and officials of Wilkes College played major roles in the noon luncheon at the Hotel Sterling as the division leaders and team captains

of the annual fund campaign gave their third week report and prepared for the final session next Wednesday.

Shown, left to right, seated, are Atty. Louis Shaffer, chair-

(Photo by Ace Hoffman Studios)
man of the Wilkes College board of trustees; Wilkes President Francis J. Michelini and Andrew Shaw Jr., director of the Institute of Regional Affairs and executive director of the Flood Recovery Task Force.

Standing, Thomas F. Kelly, college director of development; William Umphred, vice chairman of the campaign and an alumnus of the college; and Charles Epstein, chairman of this year's drive.

With one week remaining in a month-long campaign to raise \$250,000, some 250 workers in the annual Wilkes College fund drive Wednesday heard a third week report that they were within \$58,000 of their goal.

The report was given by Charles Epstein, chairman of the campaign, who urged the division leaders, captains and team workers to "make that last hard push in an effort to put us over the top."

More than 100 of the 250 volunteers working on the campaign were in attendance when the final week appeal was given during a luncheon report meeting in Hotel Sterling.

Principal speaker at yesterday's luncheon was Andrew Shaw Jr., director of the Wilkes College Institute of Regional Affairs and executive director of Flood Recovery Task Force, Inc.

Shaw lost little time in moving his brief, but informative talk to the purpose behind the college's efforts to raise \$250,000 when he told the group. "As a graduate of Wilkes College and one who realizes the importance of the undergraduate training I received, I can honestly say that had it not been for the people

who made Wilkes College possible I had the somewhat bleak future of going into the mines facing me."

Shaw paid particular tribute to the founder of the Institute of Regional Affairs, the late Dr. Hugo V. Mailey, and said his efforts in the formative years of the institute made it possible for the college to render valuable multiple services to the governments and people in not only Luzerne County's 74 municipalities but throughout Northeastern Pennsylvania.

Introduced by President Francis J. Michelini, the institute director said that his extra assignment as executive director of the Flood Recovery Task Force had given him a greater appreciation for the caliber of government and civic leaders in Luzerne County.

"During the early days of the flood," Shaw said, "when things were much more than hectic, I watched people from all walks of life respond to leadership which quickly made itself apparent and begin the task of coping with a major disaster."

Shaw paid special tribute to the Luzerne County Civil Defense and those who were "in any way

connected with it" as he recalled the various problems that all those working with flood recovery were asked to solve.

He implied that the massive efforts have been moved into a current position where the problems can be identified more clearly and remedies found for them.

"Even as we continue our efforts with the current situation regarding flood recovery," Shaw pointed out, "we find that we must look beyond the present point and to even greater tasks which face us."

One of the tasks he mentioned was the Susquehanna River Basin Association, which has been formed and the gigantic problems which confront those who have once again begun to tackle the massive job of restoring the stream to a valuable resource and not a threat.

Arthur J. Hoover, college alumni affairs director, spoke briefly and invited the volunteers to be the guests of the Greater Wilkes-Barre Chapter of the Alumni Association at "An Evening of Olympic Highlights With Coach John Reese" on Tuesday, March 27, at 8 p. m. in Hotel Sterling.

Times Leader
Evening News

Opposes Project

Kingston Council Hit By Community Feeling

By FRED NEY
Staff Writer

As the week end drew to a close majority members of Kingston Borough Council who indicated in a "straw vote" their opposition to the proposed Kingston Corners development, found themselves being squeezed in the vice-like grip of community resentment over their action.

Highly informed and reliable sources reported that "tremendous pressures" are being brought on these men from many fronts. People are generally appalled at council's indication of their feelings on the issue, considering the boon to the community such a project would bring, it was discovered.

The borough treasury is expected to suffer a 50% loss in collections this year because of the property damage inflicted by last year's flood and the accompanying loss of population. Those who remain in the town are constantly expressing the fear that, unless something is done, they will be forced to pick up the tax loss, a move which, they contend, could force most of the remaining residents out of town.

However, there are still some residents who are standing on what they see as the moral grounds that no government should force a family to vacate their homes, if they desire not to.

The "explosion" over the issue developed during the week when a story appeared in the daily press, claiming council "killed" the project by a four to three vote. In favor of the project were Andrew Marko, Robert Slaff and Henry Billman. Opposed were Ralph Brown, Henry Avery, Spurgeon Handley and Edwin Williams.

However, it was soon learned that council didn't "kill" anything because a formal council vote on the matter could not be taken until after the May 14 public hearing. What council had done was to hold a caucus

session to get an idea of how everyone stood on the issue. Those opposed flatly stated they didn't like throwing people out of their homes.

O'Connell Reports

In line with this thought, State Rep. Frank J. O'Connell yesterday recalled that those 24 property owners in the development area will receive pre-flood value and are eligible for relocation assistance of up to \$15,000. Also, these property owners would be given first opportunity for comparable housing units in Kingston as a priority basis.

"There will be no forceful evictions just to comply with a building schedule," O'Connell added. He also stated United Penn Bank, as an interested party, has agreed to pay all restoration charges of home owners who fixed their homes since the flood.

This means if a person put \$10,000 into repairs which would not be repaid by pre-flood value, United Penn Bank would pick up these expenses.

An intensive investigation into the background of the community resentment disclosed that numerous citizens' groups, individual property owners as well as those who have vested interests in the development, were reeling in disbelief over council's action.

Yesterday, it was learned that several top level meetings were held at various places by a variety of groups, all of which resulted in a resolution to work together from the uppermost levels on down to "Joe Average Property Owner" to exert pressure on council to change its

mind and vote for the development before the deadline passes.

One meeting on Thursday included discussions to mount an advertising campaign to promote the project. However, later reports revealed that this idea was scuttled.

Mount Opposition

On another front, it was learned that the Kingston area businessmen, the Citizens Advisory Committee and the Kingston Project Area Committee, plan a meeting to mount their stand in favor of the project.

Representative O'Connell yesterday took a strong individual stance in favor of the project. He pointed out a number of enlightening points in the issue. He noted that April 30 is the deadline for filing recommendations on the project with HUD. However, these recommendations cannot later be expanded. They can only be reduced. This is because HUD wants to know from the beginning the uppermost limits the project may reach, O'Connell said.

"I believe Kingston should go in with the most they possibly can. We can always reduce the scope of the project after the final decision is reached. But we can't expand on the original plans once they're submitted," he said.

O'Connell reminded that HUD is now faced with another disaster in the Mississippi River Valley region and could easily use money which could be gained for redevelopment, in this new disaster area.

No Service Reduction

O'Connell urged council mem-

bers to make determinations based on a thoughtful, not emotional basis. He said he believed there should be no reductions in basic services in Kingston such as police and fire protection and street services, which there could be if the town didn't have the money to finance them.

And, state and federal subsidies will only aid in the borough's budget for 1973 and 1974. Even with these subsidies, the town will not have the money it had last year with which to operate.

O'Connell offered a number of statistical facts which, he said, should be considered in this matter. Kingston's assessed valuation, according to county figures, has dropped from \$27,000,000 to \$13,500,000. A total of 650 homes are still to be razed, which would drop the assessed valuation to about half of the pre-flood level.

Studies indicate Kingston's population has declined by roughly 2,000. Per capita incomes have been found to be \$4,000 which, incidentally is one of the highest in the United States. The loss of population would mean a loss of about \$8,000,000 in wages and an earned income tax loss to the town of \$80,000. About 2,000 jobs are now off the market and the borough will lose another \$20,000 in the occupational privilege tax.

Cut In Half

With assessed valuations cut in half, it is likely the borough's millage would have to double from 21 to 42. School millage will be at least 47 to upwards of 57 mills with the probability of a new school building program. Loss of earned income tax could bring another 5 1/2 mill hike. The loss of occupational privilege tax money in mills come to 1 1/2. County millage is about 19.2.

O'Connell stated, "This means Kingston could have a tax millage of 120 mills in two years, not counting the inflationary trend. This is an increase of 33 mills over the existing total of 87. And this is a minimum estimate."

O'Connell added he believed development of the Third Avenue area for both residential and commercial use and the proposed \$6-\$7 million Kingston Corners project, which includes a bank, office complex, motel, parking areas and a site for possibly a large department store, could result in a recovery of about 80% of the tax loss by 1974.

"In addition, Kingston would be a competitive, progressive community as opposed to being a regressive, non-competitive community. And, if the confidence of property owners and residents is not restored, I expect to see a continued backward slide economically," O'Connell declared.

City Hall

Five Mobile Home Patrolmen To Be Appointed As Regulars

City Manager Bernard J. Gallagher and Police Chief John W. Ruddick announced that five patrolmen will be added to the Bureau of Police this week to fill vacancies caused by resignations.

The new patrolmen will not be newcomers to police ranks. They are five of the 12 temporary patrol-

men appointed under the federal 10-month plan for mobile home patrol following the flood.

Appointed to permanent status will be:

Patrolman Thomas A. Merlie, 62 Westminster Street.

Patrolman Wayne A. Cooney, 198 Bradford Street.

Patrolman James Wardle of 45 Parkin Street.

Patrolman Robert Sudnick of

47 McCarragher Street.

Patrolman Edward F. Grenevicki of 554 Hazle Street.

City Manager Gallagher and Chief Ruddick said all Police Civil Service requirements had been completed prior to the five being named to the temporary mobile home patrol.

These five additions to the permanent police ranks will bring the force to nearly full strength.

Questioned about pending promotions in top command posts, the city manager and chief said the federal-state provisions covering the restructuring and modernization of the police bureau must be carefully covered.

They noted that a new police promotional program is being worked out to cover all police personnel.

Chief Ruddick said the city is getting splendid cooperation from the Law Enforcement Assistance Administration and that the final result should be "Wilkes-Barre having one of the finest police departments of any city its size."



Taking Notes Along

CITY HALL CORRIDORS

By SHELDON C. WINTERMUTE

"At least six women and possibly 10 will be taking the examination for patrolman," City Clerk William G. Brace said yesterday after checking applications issued and returned.

Tuesday at 4:30 is the deadline for filing applications for the next Police Civil Service examination, he said.

He said there will be more than 70 applicants filed when the books are closed on Tuesday.

For women candidates as well as men there will be physical, written and agility tests.

Those who are prone to complain about dirty streets had a hard time finding fault of late. With no freezing weather, Public Works Director Leo Corbet kept the mobile street sweepers

on the move. A Kingston man who works in a South Main Street department store wrote to say: "I look at the street in front of our store when I report to work from Kingston and all I can say is 'Wow' compared to the clutter in our curbs."

There are a half-dozen students who have been defying the police order of no hitchhiking on busy West Market. They have ignored warnings and have made obscene gestures after being warned. The word has come down from the top, patrolmen tell us, "bring them in."

West Pittston Town Hall Bids at \$356,000

Bids for construction of a municipal building received by West Pittston Council at a special meeting Thursday indicate the structure will cost nearly \$360,000.

Apparent low bidders were Tabone and Barbera, \$276,800, general construction; G. Weinberger, \$30,000 for heating, ventilating and air conditioning; Elko Electric, \$27,890 for electrical work; Walsh Brothers, \$21,982 for plumbing work, for a total of \$356,672.

Municipal building is to be located on Exeter Ave. and is to be funded by a Federal Economic Development Administration grant.

Following bids were received: For general construction: L. Pugh, Inc., \$317,333; Piccotti Construction Company, \$283,000;

Bilmar Enterprises, \$288,000; Tabone and Barbera, \$276,800.

Heating, ventilating and air conditioning: Walsh Brothers, \$31,185; J. L. Turner, \$31,987; J. Plotkin, \$36,338; G. Weinberger, \$30,000; Air Conditioning Systems, \$33,941. Latter bid was not on a regulation form and will be studied.

Electrical work: Elko Electric, \$27,890; Apollo Electric, \$34,273; T. C. Lloyd, \$35,610; Standard Electric, \$31,000; Schwab Electric, \$34,837; J. Bennetto, \$41,900; Schmidt Electric, \$33,250; Pliscott Electric, \$37,990; G. Shadie, \$32,570;

Plumbing: Walsh Brothers, \$21,982; J. L. Turner, \$26,467; J. Plotkin, \$25,584; G. Weinberger, \$24,900; Bids were referred to the architect and administrative committee and architect for further study.

March
11, 1973

S. J.

May 4, 1973
T. L. E. N.



Cage Tourney Slated at Wilkes

The Circle K Club of Wilkes College will stage its sixth annual Key Club basketball tournament next Saturday at the South Franklin St. gymnasium.

Open to all area high school Key Clubs, the one day event will be single elimination. Past tournament champions have included Dallas, 1968; Wyoming Area, 1969; West Side Tech, 1970; Coughlin, 1971; and Wyoming Area, 1972.

Members of the Wilkes Circle K. cage committee are pictured at Kirby Hall, first row, left to right: Steve Baloga, John Rajchel, Bill Purcell, Bill Bartusky. Second row, Mike Teller, Gerry Kashuda, George Tomascik, John Menta, Pete Mirabelle, Jim Castellani. Third row, Blase Gavlick, Phil Conrad, and Simon Markovich. (Ace Hofman Photo).

Three Guards Picked

Wilkes Cagers Select All-Opponent Team

Two freshmen, three juniors, and a senior have been named to Wilkes College's 1972-73 All-Opponent basketball team.

Selection was made by members of this year's Colonel varsity cage squad. A tie at one of the guard positions resulted in six men being voted to the annual unit.

Returnees from last year's alignment are Albright's 6-1 junior guard, Paul Mellini, and Lycoming College's 6-4 junior sharpshooter, Don Henninger.

Also voted to the star studded team were John Lang, 6-3 freshman guard, Madison FDU; Kevin Morrissey, 6-0 senior guard, East Stroudsburg State; Jack Maher, 6-3 freshman forward, Scranton; and Dan Branch, 6-6 junior center, Wilmington.

Wilkes concluded the season with a 13-11 record. It was only the eighth winning season in the 27-year history of the sport at the college. The Blue and Gold are coached by Rodger Bearde.

Henninger, who scored 105 points against the Colonels in three games a year ago, picked up where he left up, slicing the cords for 51 markers this annum. Despite his performance, the Wilkesmen captured a pair of 100-61 and 77-72 victories over the Williamsport based team.

Albright gave Wilkes a 75-65 jolt at home early in the year and it was backcourt ace Mellini who again spearheaded the Colonels demise. Mellini proved devastating in the tilt, pumping home 23 points, most of which came from the outside.

One of Cach Bearde's biggest wins was a 94-76 nod over Madison FDU. While the Jersey Devils were having an off night on the road, John Lang amazed the highly partisan home fans with a 17-goal, 35-point production.

Prime mover in East Stroudsburg's great season was floor general Morrissey. The Warrior guard was extremely painful against Wilkes, dropping in 39 points over two games which the E-burgers won, 70-61.

If Maher started hitting earlier it would have been a different story as Wilkes tripped the Scranton Royals, 102-84. The Scranton yearling was torrid in the second-half, connecting for most of his 22 points.

Completing the sextet was Wilmington's Dan Branch, who unloaded for 26 against Wilkes and signalled an unhappy evening with a brilliant rebounding display. Branch was the major factor in Wilmington's 76-54 triumph.

March 11, 1973 Sunday
Independent

Absentee Vote Abuse Cited in Edwardsville

Abuse of the absentee ballot in Edwardsville during the last election is charged by Charles "Chick" Reed, the Republican campaign chairman, in a letter to this newspaper.

Asserting "a vast number of people who voted absentee were seen walking the streets on Election Day," Reed said that if he has his way in the primary "there will be a lot less absentee ballots cast."

Reed noted that an absentee ballot is legal and understandable when a voter will be out of town or is ailing.

"Where the real problem lies," he continued, "is on the political end of it, where politicians go to the voters' homes and promise

something in return for their absentee ballot."

The sad part about it, Reed stated, is that "the politician votes for his men, not the ones for whom they were intended, and not forgetting the serious charges that an 'absentee voter' could expect if he or she is caught filing a fraudulent ballot."

Reed said it was about time this practice be stopped before some innocent persons get hurt in the process.

The GOP chairman said he will direct a clean campaign and let the people decide whom they want to represent them in the coming years. He said he "expects the same from the opposition."

April 3, 1973
T.L.E.N.

PLYMOUTH Harry Bemoans Change In Plans for Town Hall

The scrapping of plans to build a new municipal building on West Main Street on the site of the old Shawnee Theater has brought sharp criticism from a borough resident who labels those who successfully opposed the site as "do gooders."

In a letter to this newspaper Ed Harry Jr. warns that "obvious" jealousy over possible profits to be realized by land owners of the proposed site may have endangered the project. Warning that time is running out, Harry contends that Plymouth may stand alone among flood communities without a new municipal building.

The letter follows:
Because of jealousy and greed, Plymouth may very well lose the opportunity for federal funding of a new municipal building. Plymouth Council showed great foresight in approving a downtown location which was not only convenient for the populace, but also met government approval. This decision was made without political motivation since the result could actually become political suicide.

Then the town "do-gooders" moved into the scene. As in any controversy a few facts thrown out incorrectly to the public can easily be adjusted to sway opinions. Obviously these "do-gooders" were jealous over the profits to be realized by land

owners of the proposed site. Since the original publicity over site costs, the true story has emerged, particularly the fact that the figure of \$165,000 for land acquisition was placed on the proposal in order to get the necessary papers to Washington in time. The figure was inflated merely for protection of the program. In time, actual evaluations would determine real values. Time the council did not have when submitting plans to the federal government.

The option on the downtown site has run out. Time is now working against the plan. Plymouth was the first town cleaned up after the ravages of Agnes but now may very well be the only local community to lose out on government aid for a new municipal building.

Great plans have been discussed for a revitalization of a major portion of the downtown area including not only a municipal building but also a new housing project and high school. With federal aid for the municipal building terminating June 30 it is highly unlikely that these plans will be completed in time to qualify. The money that Plymouth could have received will be spent elsewhere in the federal budget, all because a few "do-gooders" shouted long enough to scare the plans away."

March 11, 1973
S.I.

West Pittston Council Opens Fire Truck Bids

Borough council opened bids for a new fire truck. Dairy and Bovani Service Station, Exeter Avenue.

One was from Haha Fire Apparatus Co., in the amount of \$38,898 and another from American LaFrance Co., in the amount of \$33,940. They were referred to the public safety committee and borough fire chief for further study.

A lone bid was received from Interstate Safety Services Inc. for \$8,397.32 for a new traffic light to be installed at the corner of Montgomery and Wyoming Avenues.

On recommendation of the Public Works Committee, Raymond Ramage chairman, Jack Battle of Atlantic Avenue was named street commissioner, filling a vacancy caused by the retirement of James Walker.

A letter was received from Miss Cathran J. Fear, lauding council for exempting residents 65 and older from payment of per capita taxes.

Council unanimously approved a recommendation of the public safety committee, Darwin Llewellyn chairman, to empower the secretary to write to the federal government expressing concern for adequate flood protection for the borough.

Lee Havard, chairman of the administration committee, announced a public hearing will be held on April 3 at 8 p.m. in council chambers concerning a proposed zoning change in the area of Blue Ribbon Farm

Other Business

In other business, council accepted the high bid of Panzitta Construction Co. for purchase of a used dump truck, in the amount of \$520; and rejected the lone bid on a horizontal bore at Philadelphia Avenue.

The payroll for the second half of February presented by Michael Pugliese, finance chairman, for \$5,537.03 was approved for payment. Bills totaling \$9,208.76, presented by Chester Newhart, assistant secretary, were ordered paid.

Morgan F. Williams, borough secretary, announced the borough will receive \$33,145.04 from liquid fuels tax fund.

Mrs. Ida P. Rowe, secretary of the Board of Health, reported no communicable diseases in the borough during the past month.

Mayor Robert Campbell submitted the following report for February: receipts from District Magistrate Carmen Maffei, \$560; from Magistrate Frank Keating, \$150; parking violations, \$80; and special police, \$450. A total of \$1,245 was turned over to the borough treasury.

Leo F. Kane, borough treasurer, reported a balance Feb. 1 of \$25,183.46. Receipts of \$36,671.11 for a total receipt balance of \$12,238.82. Orders paid totaled \$12,238.82 leaving a balance March 1 of \$49,565.75.

March 11, 1973 S.I.

West Side Roads Are Due for Improvements

Pennsylvania Department of Transportation has approved plans for improvements to roads in four local communities. of Ash Street. Improvement consists of resurfacing between curbs and cleaning of inlets and pipes.

One project, covering approximately 1.795 miles in length, begins at Kingston side of Market Street and continues to the intersection with Wyoming Avenue and north along the avenue, Route 11, to the intersection with Union Street.

Improvement consists of resurfacing between curbs, raising inlets and manholes and replacing roadway base and surface in areas damaged by flood waters.

In Shickshinny, the street improvement project will begin at Furnace Street and continue on Main Street to the intersection

The project in Plymouth Borough will begin at Coal Street and continue on Main Street to the intersection of Cherry Street. There will be resurfacing between curbs, raising inlets and manholes and removing existing surface where needed.

The fourth project will be in West Pittston beginning at Montgomery Avenue and continuing on Wyoming Avenue to the intersection of Exeter Avenue. Improvement includes resurfacing between curbs with a one-inch bituminous surface course.

April 27, 1973
T.L.E.N.

In Letter From Carlucci

Funding Virtually Assured For County Recreation Unit

The Luzerne County Recreation and Social Enrichment Authority has been virtually assured of funding by Frank Carlucci, U.S. Under Secretary of Health, Education and Welfare.

In a letter to Paul J. Maher, chairman of the county unit, Carlucci indicated that funding is expected beyond the current June 30 deadline under which the Commission on Economic Opportunity is functioning.

Maher said the county agency will take over funding operations when CEO's role ceases. A total of \$1,300,000 is involved.

The Recreation and Social Enrichment Authority has been unable to plan activities because of the uncertain status of funding, brought about in part by the recent resignation of two principal figures on the board.

The two in question are DeWitt Smith and Sally Jervis. After their resignations, Smith attempted to sprag the funding via a letter written to various governmental officials.

County sources feel the letter has had some effect in holding up the funding. The delay prompted Maher to write to Carlucci and also to contact Rep. Daniel J. Flood for assistance in obtaining clarification.

Maher said yesterday that Rep. Flood has promised to look into the matter.

Carlucci's letter follows:

Dear Mr. Maher:

Thank you for your letter of Feb. 14 in which you express concerns as to the status of your contract proposal

submitted to the Pennsylvania Department of Welfare covering Social Enrichment Services. This two year contract proposal for \$1,300,000 has been reviewed by both our HEW Regional Office in Philadelphia and the Pennsylvania Department of Welfare.

Federal legislative changes effective July 1, 1972, have placed limitations on both the classifications of services and types of clients that may be served when joint Federal and State welfare funds are involved. A thorough review to identify these limitations has been completed by both HEW and the Pennsylvania Department of Welfare.

I am pleased to inform you that any restrictions or limitations which may have been projected with respect to your proposal have been resolved. Through the joint efforts of our Regional officials, the Pennsylvania Department of Welfare and the Pennsylvania Department of Community Affairs, a contractual arrangement has been reached that insures funding of your current activity through June 30, 1973.

The Pennsylvania Department of Welfare, through its responsible geographic operating unit, the United Service

Agency represented by Mrs. Kathern McKenny, and a representative of the Pennsylvania Department of Community Affairs will contact you in the very near future to review with you your funding requirements through June 30, 1973. I am advised that as a result of the above review, a formal contract is anticipated. In addition, no disruption of funding during the period of negotiation is likely.

I have asked the HEW Regional Director, Mr. Gorham L. Black Jr., to continue negotiations with the Pennsylvania Department of Welfare and the Pennsylvania Department of Community Affairs with a view toward attempting to identify funding sources for the continuation of this service contract beyond July 1, 1973. Mr. Black will keep you informed as progress is made.

Your recollection of my support of recreation programs for flood victims in Wyoming Valley is completely accurate.

Please accept my thanks for your efforts; I am always pleased to know of your progress.

—FRANK CARLUCCI
Under Secretary
U.S. Dept. of H.E.W.

HUD Grants of \$14,691,472 Gain Approval to Aid in Redevelopment

Congressman Daniel J. Flood announced jointly with Sen. Hugh Scott Friday the approval of grant awards from the Department of Housing and Urban Development in the following amounts:

(1) \$699,341 to the Redevelopment Authority of the county of Luzerne for the Third Avenue Urban Renewal Project in Kingston to meet inflationary costs, high condemnation values, and increased improvements. The June 1972 flood played a major role in increasing costs. The

need for housing is acute because of the flood. The total amount allocated by HUD for this project is \$2,810,557. This includes a previous allocation of \$2,111,216.

(2) \$596,785 to the Redevelopment Authority of the county of Luzerne for the Plymouth Urban Renewal Project. This action will permit the renewal agency to revise its project's expenditures budget to cover payments under the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.

The total amount allocated by HUD for this project is \$1,948,339. This includes a previous allocation of \$1,351,554.

(3) \$446,150 to the Redevelopment Authority of the City of Wilkes-Barre for the Wilkes-Barre industrial park project. This action will permit the renewal agency to revise its project's expenditures budget to cover payments under the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. The total amount allocated by HUD for

this project is \$12,688,070. This includes a previous allocation of \$12,241,920.

(4) HUD also approved an increase in the current grant amount of \$12,949,196 to the Redevelopment Authority of the County of Luzerne for the borough of Swoyersville. This 631-acre project includes a combination of rehabilitation and clearance. The major land reuse will remain residential. The total amount allocated by HUD for this project is \$13,514,103. This includes a previous allocation of \$564,907.

July 21, 1973

June 23, 1973

Edwardsville Council Lets Project Pacts

Hedden General Contractor for New Municipal Building

Contracts totaling more than \$500,000 for construction of a new municipal building for Edwardsville were awarded by Edwardsville Council at a special meeting Friday night.

Acting on recommendation of the architect, Kearns and Reilly, Wilkes-Barre, members of council voted unanimously to award contracts to low bidders as follows: General construction, Raymon R. Hedden, \$388,244; electrical construction, Woody Electric, \$30,170; plumbing, Minetola and Sons, \$27,655; heating, ventilating and air conditioning, Joseph Simone, \$55,500.

Total construction costs are \$501,569. Estimated total cost including services, fees and contingencies, is \$621,724.

It was brought out at the meeting that Economic Development Administration, U. S. Department of Commerce, has approved a grant of \$568,000 for the municipal building and the Office of Emergency Preparedness a grant of \$34,029. Council adopted a resolution assuming responsibility for the balance.

In commenting on the action Stanley Blockus, president of council, said it marked a great day for Edwardsville. Contracts will be submitted to EDA for approval and it is possible the ground breaking can be set for the middle or end of July.

Atty. Bernard Hendrzak, solicitor, was authorized to defend a complaint filed against the borough by R and M Electric, Inc., Wilkes-Barre, for \$7,091 for materials and labor.

It was announced the Recreation Committee will meet June 26 at 7 p. m.

Council adjourned to meet June 26 at 8 p. m.

Other councilmen present were Edward Armusik, Thomas Benesky, Peter Stusnick, John Hopkins and Edward Yarmel.

At a meeting on Tuesday council awarded contracts for a new fire alarm system and for street paving projects.

American Asphalt Paving Company was the successful bidder at approximately \$45,000 for resurfacing borough streets. Included on the list are Cherry and Williams Streets which will be repaved with a grant from OEP. Both thoroughfares were heavily traveled in the aftermath of the flood by heavy equipment and the government agreed to finance costs of resurfacing.

Fire alarm system will be installed by Joseph Weiss Fire Equipment Company, Edwards-

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Fire alarm system will be installed by Joseph Weiss Fire Equipment Company, Edwardsville, at his low bid of \$17,385. New installation will replace the system ruined by the flood. Eleven fire alarm boxes will be placed at strategic locations in the borough. Grant of \$17,000 for the work has been approved by OEP.

.., WEDNESDAY, MARCH 6, 1974

Businessmen Blast Rail Service, Attack Excess Trackage Proposal

A steady stream of area businessmen lashed out Tuesday at the U. S. Department of Transportation's proposals to eliminate so-called "excess" railroad trackage in the northeast under the Regional Rail Reorganization Act of 1973.

Fresh barbs also were aimed at the Interstate Commerce Commission and the railroads themselves for allowing rail service to deteriorate.

Those testifying before the ICC at the U. S. Naval Reserve

Training Center, Avoca, continued to pound away at the theme that discontinuation of rail lines will mean higher prices for all types of goods, including food.

The theme was set Monday when government, development and labor officials paraded before the ICC to blast the preliminary DOT plan, which was released on Feb. 1.

One of the sharpest attacks of Tuesday came from Harry Rothstein, Fortv Fort, operator of Eastern Pennsylvania Storage Company, Wilkes-Barre, and Mifflin Warehouse Company, Scranton.

Rothstein blasted the railroads for providing service "ranging from lousy to inefficient," much of the service resulting from the same kind of thinking that views the way to

rails is by eliminating service."

Rothstein's comments apparently struck some nerves. When he completed his testimony and left the hearing room, a group of railroad officials followed to speak with him.

The warehouseman said the diminution of rail service would affect a significant portion of his business and would "jeopardize our ability to continue operation." The two warehouses receive about 400 cars of freight each year, totaling 10,000 tons of freight and producing \$225,000 in freight revenue. The warehouses employ 25 people with an annual payroll of \$200,000, he said.

The recommendation to eliminate service is the opposite of what is needed, Rothstein said. "It will merely be the start of a vicious cycle of reduction in

service producing less revenue bringing about further reduction in service."

Rothstein rapped the railroads on these specific points:

— Trying to get the freight office by telephone. "You have to contend with constant busy signals or no answer at all," he said.

— Car placement. From daily service, placement has dropped to twice a week, he said, but demurrage rates have increased.

— Poor equipment. Rothstein said he saw three railroaders spend more than one hour trying to close a boxcar door. "When you find it costing \$30 or \$40 to open or close a door you would not attract many customers," he said.

— Indifferent attitude of rail management and labor. "Many are just keeping a chair warm

and their nose clean until they are eligible for pension," he charged.

Many problems stem from ICC "action or inaction," Rothstein said.

"Emasculating the system is not the solution," Rothstein said. "We need an active, progressive, vigorous and expanded rail system. You won't get that by gelding the iron horse."

These were the comments of other businessmen representing these interests:

Wyoming Valley Distributing Company, William Golden, general manager — Large scale abandonment would force a switch to truck usage, and this would "give our competitors a price advantage and jeopardize our business."

Kennedy Van Saun Corporation, Danville, Robert E. Montague, secretary-treasurer — Elimination of rail service will cut off 30 percent of the company's shipments that cannot move by truck. This would make the firm less competitive and affect its stability in the area.

International Salt Company, Clarks Summit, G. Keith Ramsden, traffic manager — The DOT cutoff of the Delaware and Hudson Railway would affect salt movements into Wyoming Valley. Ramsden urged "extreme caution" in drafting the final report to prevent a "disastrous" impact on Wyoming Valley.

Joseph Notarianni and Company, Scranton, Sal Gognetti —

Professionals Attack Rail Realignment

Bank Chairman, Economy League Voice Criticism

Criticism of the Department of Transportation's proposed rail realignment for the Northeast came under attack Monday night from the professional and business sector of the community at the Interstate Commerce Commission hearings.

Thomas H. Kiley, chairman of the board of the First National Bank of Eastern Pennsylvania, and Raymond R. Carmo, director of the Central

Farmers Claim Dependency Upon Rail Transportation

Agriculture, described as the state's largest industry since the decline of King Coal, would be severely throttled, and could face extinction, if the proposed rail cutbacks, proposed by the Department of Transportation for the Northeastern section of the nation are allowed to take effect.

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creases, if agriculture is phased out of Pennsylvania."

The farmer testified the railroads were "vital" to agriculture. He said the agricultural industry is dependent upon large volumes of feed grains and fertilizer which are produced in other parts of the nation, and the most economical means of transporting into the

said the cost to the farmer for feed products, now at around \$4 a ton would quickly rise to over \$6 a ton. "Who do you think will have to absorb this hike?" Hartridge asked. In answer, he said, "the often maligned consumer will end up paying for it out of his pocket."

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Thomas H. Kiley, chairman of the board of the First National Bank of Eastern Pennsylvania, and Raymond R. Carmo, director of the Central Division of the Pennsylvania Economy League, added their criticism to the already voluminous testimony the ICC has heard since Monday morning against DOT's plans which would abandon some 1,450 miles of track in the state.

Both men were in agreement the area of Pennsylvania is in dire need of a workable and productive rail service.

Kiley noted that in the 22-county tier of Northeastern Pennsylvania, encompassed in DOT's plan, there are approximately 150 commercial banks and 56 savings and loan associations with total assets as of June 30, 1973 nearing five billion dollars.

These deposits, he said, "are the savings of people who work for, or whose income are, to a large extent dependent upon the industries served by the railroads." In addition he said these deposits are from the commercial establishments served by the railroads.

Futher he added, "both the commercial banks and the savings and loan associations have financed the homes of the people whose jobs depend on the industrial and commercial establishments whose vitality depends upon railroad transportation."

Showing the area has witness a "burgeoning growth" during the past 20 years, Kiley said, the banks and savings and loans institutions also rely on this growth.

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So testified a number of agricultural leaders and independent farmers at the Interstate Commerce Commission hearings Monday afternoon.

The leaders told the ICC the state's farmers are totally dependent upon adequate rail transportation in the Northeast and the Midwest. The speakers were unanimous in their criticism of DOT's plan which calls for the scraping of 1,450 miles of Pennsylvania track.

Keith Eckel, president of the Lackawanna County Agriculture Extension Executive Committee, pointed out the 17,100 farmers located in this 22 county area designated by DOT produce well over \$200 million worth of livestock and produce annually.

"In fact," he pointed out, "if the investment of land and buildings is considered, northeastern Pennsylvania farmers have an investment in excess of \$1 billion."

Added to this is the fact the state is the fifth largest dairy producing state with over two billion pounds of milk produced in these 22 counties.

Eckel said, "There can be no doubt that every dairy and poultry consumer in the entire Northeastern United States would suffer additional price in-

creases, if agriculture is phased out of Pennsylvania."

The farmer testified the railroads were "vital" to agriculture. He said the agricultural industry is dependent upon large volumes of feed grains and fertilizer which are produced in other parts of the nation, and the most economical means of transporting into the northeast is by rail.

Echoing similar testimony was Christopher Allen, representing the Pennsylvania Farmer's Association, which totals 18,000 members in 52 counties. Allen said there are 1,000 less farms in the state this year than there were in 1973, the major reasons being the Agnes flood and the increased costs the farmer must absorb without passing it on to the consumer.

"Take away the railroads, and force the farmer to rely on trucks for their feed and foodstuffs and the cost to the consumer will be four times what products cost today," Allen added.

Robert Harridge, traffic manager for the Agway Corporation, one of the nation's largest producers of farm products, testified the loss of the railroads in Pennsylvania will further add to the woes the American farmer and consumer will face the next 10 years. Harridge said a new type of truck would have to be designed if railcars, which now haul fertilizer and feedgrains in bulk form to the dealers, were eliminated.

Further he said trucks are totally unfeasible for the transportation of farm products, such as machinery and fertilizer, from a economic standpoint. He

said the cost to the farmer for feed products, now at around \$4 a ton would quickly rise to over \$6 a ton. "Who do you think will have to absorb this hike?," Harridge asked. In answer, he said, "the often maligned consumer will end up paying for it out of his pocket."

Art Klink, an independent farmer in Bradford County, testified the nation's farmers are today feeding 51 persons per one farmer as compared to 14 persons 30 years ago. "The loss of these rural rail lines," he added, "will see the end of the independent farmer, as we know him today."

From an agricultural standpoint the farmers estimated the cost of trucking farm products as compared to having them shipped via railroads, would increase approximately 42 percent.

They pointed out, following the Agnes disaster an emergency feed grain program was initiated by the Department of Agriculture to resupply farmers with seeds and foodstuff for their livestock which was destroyed by floodwaters. The decision was to truck large volumes of oats and grains from Buffalo, N. Y., into Pennsylvania.

The end result, they pointed out, was that vital deliveries were delayed by 60 days or more and forced the scraping of the plan, in favor of rail transportation, still inadequate, but superior to trucking.

The farm leaders pointed out there is no alternate means of transportation systems for agriculture except the rails. Only railroads have the capacity to move large volumes of raw materials needed for agriculture in a short period of time. And time, they pointed out, is the essence for the farmer, for he can only plant and harvest when the time, weather conditions, and farm machinery are all working in conjunction.

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Joseph Notarianni and Company, Scranton, Sal Gognetti — The firm receives 2,000 railroad cars of produce annually. If rail service is cut and these shipments must go by truck, it will mean an additional cost of \$4,000,000 per year that will be passed on to consumers.

Kane Warehousing, Inc., Scranton, Eugene J. Kane — No one will build warehouses or distribution centers without rail sidings.

Bercon Packaging, Inc., Berwick, John Coates, controller — Bercon receives 10 million pounds of resin each year from Texas and Iowa by freight car. If Bercon cannot use the railroads, business will be lost to competition and the work force will be reduced.

On a wider scope, Hugh Campbell, president of the New York-Pennsylvania Shippers Association, testified at the Tuesday morning session that DOT apparently has not learned the economic lessons of the past year.

Campbell said the DOT plan, as now drafted, would cause more inflation on the heels of wheat and oil shortfalls that drove the price of those items to new highs.

Campbell said DOT percentages did not take into account the dollar value of goods moved over the so-called excess lines, and he gave figures and statistics for the 22-county region of Northeast Pennsylvania.

"The basic premise of the DOT study, namely that curtailment of rail service will improve the railroads, is open to question," Campbell said. He referred to the merger and collapse of the Penn Central as the prime example

18,000 Jobs Seen Lost If Railroad Lines Cut

Pittsburgh (AP) — Pennsylvania commercial groups from northwest

railroads." In addition he said these deposits are from the commercial establishments served by the railroads.

Further he added, "both the commercial banks and the savings and loan associations have financed the homes of the people whose jobs depend on the industrial and commercial establishments whose vitality depends upon railroad transportation."

Showing the area has witnessed a "burgeoning growth" during the past 20 years, Kiley said, the banks and savings and loan institutions also rely on this growth.

"The health of the financial institutions is dependent upon the growth and economic stability of commerce and industry which, in turn, is dependent, to a very substantial degree, upon good, reliable, and adequate rail transportation," he said.

He said the areas industries must be able to compete with businesses situated elsewhere, one of which is the availability of low cost rail transportation. If this is denied, he said, "the economic viability of our industries cannot be maintained."

Carmon testified the loss of rail transportation will so significantly increase unemployment in this area because industries will be forced to move elsewhere, will in turn spark a sharp decline in governmental income, negating the vast accomplishments local governments have made the past 30 years.

The director of the PEL said because of the decline in business, especially coal mining, 30 years ago, county and municipal governments in this area lagged far behind governmental units in comparable regions in providing modern-day municipal services."

However over the past two decades the rise of this area in both the private-sector employment and in the improvement of activities in the public sector have brought about a significant improvement in the economic well-being of the region," Carmon noted.

Carmon continued his testimony by stating government, is big business and derives the major portion of their revenues from tax sources such as real estate, earned income, and occupations. "These represent 42.4 percent of the spending package," he stated, "and will certainly be affected should business and industry be forced to curtail operations as a result of rail abandonment."

Carmon called on the ICC to exercise "extreme caution" in determining the reorganization of rail service in the Northeast. What may appear to be economically justifiable on a railroad balance sheet or profit and loss statement, may result in the total destruction of the private economy and chaos in the public sector of our 22 county region unless all human and economic factors are brought to full consideration," he added.

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18,000 Jobs Seen Lost If Railroad Lines Cut

Pittsburgh (AP) — Pennsylvania could face the loss of 18,000 jobs and \$56 million annually in revenue under the federal proposal to abandon certain rail lines, according to two state cabinet officers.

Transportation Secretary Jacob Kassab and Labor Secretary Paul Smith were among more than two dozen persons to testify Monday against the U. S. Department of Transportation's proposed National Rail Reorganization Act.

The proposed calls for some branch rail lines to be abandoned in Pennsylvania and other northeastern states as a means of streamlining the nation's rail system. About 1,400 miles of the 8,000 miles of track in the state would be effected.

Smith said the curtailments could cost a minimum of 18,000 jobs around the state.

Maurice K. Goddard, secretary of Environmental Resources, noted that many of the affected lines lie in coal and wood-producing areas. Production cutbacks there would add to two of the nation's crucial shortages, fuel and paper, Goddard said.

On the same theme, Kassab declared, "The energy crisis makes rail service more important than ever."

"If this plan is implemented, it will increase truck traffic on state highways by seven percent and fuel consumption by 37 million gallons a year," he continued.

He said one gallon of diesel fuel can move 280 net tons of freight by rail compared to 77 tons by truck.

Furthermore, he continued, "Abandonment of these lines would cost the state \$56 million in annual rail revenue."

The hearing here, conducted by the Interstate Commerce Commission, was one of several held simultaneously in various states, including one in Avoca, Pa.

Joining the cabinet officers in attacking the proposal were U. S. Rep. Albert Johnson of Smethport, Pittsburgh Mayor Peter Flaherty and representatives of several civic and com-

mercial groups from northwest Pennsylvania.

Principal support for some abandonments came from the Allegheny County Port Authority Transit district PAT, which is interested in using railroad rights-of-way for mass transit systems.

A PAT spokesman said the authority favors abandoning a six-mile Penn Central line which runs from the city to eastern suburbs. He noted that other Penn Central lines parallel the track and that Pittsburgh would also still be served by two other railroads.

But other parts of the state are not served by multiple lines and witnesses predicted they would fare poorly under the abandonments.

Saying the cutbacks would cost 3,000 jobs in Warren County alone, Rep. Johnson declared, "Something must be done to stop this proposed economic demolition."

"Without the benefit of rail service, the people of the 23rd District will suffer a serious slowdown of vitally needed new materials and goods," the McKean County Republican continued.

"It will virtually be a wasteland, an economic disaster that will immediately become part of Appalachia."

Johnson said he will introduce a bill in Congress to provide a \$500 million appropriation for rail lines which are "essential even though unprofitable."

Flaherty said railroads could thrive in the northeast if the ICC would approve an adjustment in freight rates.

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William Mooney, representing the Wyoming Valley Retail Grocers Association (Economy Stores), testified Monday night, the neighborhood grocer as we know him today could also be forced out if area rail service is discontinued.

Mooney said the average cost of produce and other foodstuff which is received from the farmer would rise immediately by as much as 25-30 percent when it reaches the consumer.

He said his organization which represents some 125 stores has come nowhere near their pre-flood business. He said many of the stores still have not reopened since the flood and should the rails close down the cost would be so prohibitive the remaining stores would close sending hundreds of people into the welfare lines.

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Robinson said all perishable and non-perishable would cost more and products would no longer available.

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ICC to Open Week of Testimony

Rail Plan to Draw Support At Avoca Hearing Tomorrow

Support for a new rail line—Mid Atlantic Railroad—resulting from the merger of the bankrupt Lehigh Valley, Reading and Central Railroad of New Jersey systems is expected to be recommended tomorrow at the opening of week-long Interstate Commerce Commission hearings to be held at the U.S. Naval Training Center in Avoca.

The plan now under review by the U.S. Department of Transportation and ICC would also fold in the Lehigh and New England and the Lehigh and Hudson River Railway systems.

John A. Kuhlman, executive with the Federal Energy Office, will observe tomorrow's proceedings under an assignment by FEO Administrator William E. Simon who is alert to the regional drive to increase utilization of anthracite coal as part of a national long-range fuels policy.

Area congressmen fighting hard to balance railroad continuance with expanded coal production arranged for Kuhlman's assignment as the only FEO official participating in a series of ICC hearings. He is a former vice president of Consolidated Coal Co., the nation's largest coal producer.

The morning session which will open five days of public testimony by more than 200 witnesses is scheduled to hear Gov. Milton J. Shapp, Sen. Hugh J. Scott, Congressmen Daniel J. Flood, Joseph M. McDade and Herman T. Schnaebeli and a long list of mayors and other public officials. Sen. Richard S. Schweiker, now listed for a Friday appearance, is expected to join the other ranking state and federal officials tomorrow.

Seven Railroads

Starting off the afternoon hearing will be representatives from seven railroads. Scheduled to appear are: Gregory W. Maxwell, Erie-Lackawanna president; Robert E. Haldeman, Lehigh Valley trustee; Andrew L. Lewis Jr., trustee, and C. E. Bertrand, president, Reading; Charles H. Allen, Lehigh & New England president; Carl B. Sterzing Jr., Delaware & Hudson president; W. Gifford Moore, Lehigh & Hudson River president

and Paul Cherington and Ben H. Lacy, Boston & Maine.

Former Gov. William W. Scranton, chairman of the Railroad Task Force for Northeast Region, will launch a several day testimony period which will bring key labor, energy, shipper, chamber, industrial development, community and sectional leaders to the Naval Center at the Wilkes-Barre/Scranton Airport.

Intense regional interest prompted arrangement of a special TV Town Meeting at 2 p.m., today over WNEP-TV, Channel 16, giving visual depth to the hearings. Former Gov. Scranton will be joined on the panel by Congressmen Flood and McDade, state Transportation Secretary Jacob Kassab and William C. M. Butler Jr., RRTF vice chairman. They will explore the need for area railroads and outline future campaigns to overcome any moves to abandon regional trackage.

The ICC hearings represent phase two of a two-year reorganization plan for bankrupt rail systems. The plan was approved by the Congress and signed into law on Jan. 2.

Dot Action

The Federal Department of Transportation, under phase one, filed extensive recommendations on Feb. 1 combining and eliminating thousands of miles of trackage in 17 northeastern and mid-western states.

The hearings will provide shippers and community leaders with an opportunity to suggest changes or possible cancellation of the DOT recommendations.

C. Richard Marshall, RRTF Railroad Liaison chairman, disclosed yesterday that the Lehigh Valley and Reading managements have advanced an innovative proposal to assure rail service in a wide area under the Mid-Atlantic Railroad.

Without the blessing of the CNJ receivers, the plan has received initial reviews by federal rail officials and he reported that in some quarters, it is gaining favorable response.

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An analysis of the Johnstown and New Castle areas was not

railroad tracks in the Northeast United States be abandoned. Brinegar said elimination of the almost 16,000 miles of track would have little appreciable effect on railroad freight traffic.

He said only a small percentage of the rail traffic moves on the lines recommended for abandonment.

He said some lines may be reinstated after hearings for economic or other reasons. Other lines may be eligible for state subsidized service.

Under Brinegar's recommendations, Pennsylvania is divided into 19 zones. The following is a breakdown of the areas and the track slated for abolishment:

Zone 51, Erie, where 5 percent of the track, all owned by Penn Central, is called "potentially excess." The track includes the line from Thonrton Junction south to Pennside; from Belle Valley south to Union City; and from the state line south to Corry.

Zone 80, Chambersburg, 10 percent of the track, also owned by Penn Central: from Queen, Bedford County, south to the Maryland state line; the two-mile spur from Alexandria to Petersburg, Huntington County; the three mile spur from Milroy to Yeagertown, Mifflin County; the seven-mile spur from Mercersburg to Marion, Franklin County; from Chambersburg to Lurgan, Franklin County; and from Quinsonia south to the Maryland state line.

Zone 83, York 3 percent of the track: The Reading line from Peach Glen south to Biglerville, Adams County; The Penn Central track from Thomasville south to Littlestown, Adams County; from York south to New Freedom and from New Freedom east to Stewartstown; and from East York to the Susquehanna River.

Zone 79, Altoona, 8 percent of the track, all Penn Central; from Mikee south to Sprout, Blair County; and Roaring Spring south to Ore Hill, Blair County.

Zone 77, Uniontown, 6 percent of the track: the Penn Central line from Brownsville southeast to Uniontown, Fayette County; and the Western Maryland and Baltimore and Ohio lines from Connellsville south to Confluence, Fayette County.

Zone 68, Reading, 4 percent of the track: the Penn Central line from Hamburg south to Temple, Berks County; the Reading line from Kutztown east to Topton; from Eshbach south to Pine Forge, and from Sinking Spring west to Vine-mont.

Zone 69, Allentown, 2 percent of the track: the Erie Lackawanna line from Portland east to Belfast, Northampton County; the Lehigh and Hudson line from Portland south to Belvidere; The Reading line from Emmaus south to Hosensack, Lehigh County.

Zone 70, Lehigh, 10 percent of the track: the Erie Lackawanna line from Honesdale southeast to Lakawaxen, Pike County; the Lehigh Valley

series of public meetings on the proposed rail cutbacks for Northeastern Pennsylvania Monday at 9:30 a.m. at the Naval Training Center, Wilkes-Barre-Scranton Airport, Avoca.

Announcement was made by William Butler Jr., vice chairman of the Railroad Task Force for the Northeast Region.

Scheduled to testify are Cong. Daniel J. Flood, Cong. Joseph McDade, Gov. Milton Shapp, former Governor William W. Scranton, and six railroad presidents, top utility and labor officials, and shippers from 22 counties.

Gov. Shapp is expected to be the first to give testimony at the hearings. He will be followed by former Gov. Scranton, one of the chairmen of the task force seeking to halt the reduction of rail service.

ing the amount of railroad tracks in the area by about 30 percent. The proposal calls for an 18 percent reduction in railroad tracks throughout the Commonwealth.

Plans to cut regional rail service in the area could result in the loss of 100,000 jobs, the doubling of food costs and could produce a crisis in 22 area counties.

Rep. Flood said Sunday that eight coal mines in the Hazleton area, which ship nine billion tons of coal by rail each year, will go out of business because it is too costly to haul coal by truck.

Rep. Herman Schneebeli of Williamsport noted the planned cut in local rail service will lead to the closing of the Kennedy-Van Sohn plant in Danville, leaving about 400 workers unemployed. The plant manufactures heavy industrial equipment that can only be shipped by rail.

It is estimated that 85 industries in the Northeast and Central regions of Pennsylvania would be forced to close without rail service.

The ICC hearing at Avoca this morning is one of 14 scheduled in the Northeast and Midwest during the first two weeks of March. The hearing is drawing heavy interest because several of the seven bankrupt railroads which cross Northeastern Pennsylvania, are proposed for disbandment. The Department of Transportation has recommended the abandonment of hundreds of miles of trackage in the 22-county northeast and central region.

Former Gov. Scranton is expected to present a united position of total opposition to DOT's plan and make several recommendations to the ICC that have come from meetings held by the task force.

testimony

To Draw Support Hearing Tomorrow

Atlantic Railroad—resulting from the merger of the Reading and Central Railroad of New Jersey scheduled tomorrow at the opening of week-long hearings to be held at the U.S. Naval Training

Cherington and Ben H. Cherington and Ben H. Cherington and Ben H.

Gov. William W. Scranton, chairman of the Rail Force for Northeast will launch a several month period which will cover labor, energy, shipper, industrial development, community and sectional to the Naval Center at es-Barre/Scranton Air-

the regional interest and arrangement of a TV Town Meeting at today over WNEP Channel 16, giving visual to the hearings. Former panel by Congressmen and McDade, state Transportation Secretary Cassab and William C. ler Jr., RRTF vice n. They will explore line future campaigns come any moves to regional trackage.

CC hearings represent o of a two-year regional plan for bankrupt ms. The plan was ap- by the Congress and to law on Jan. 2.

ederal Department of ation, under phase one, nsive recommendations l combining and elim- thousands of miles of in 17 northeastern and n states.

The hearings will provide shippers and community leaders with an opportunity to suggest changes or possible cancellation of the DOT recommendations.

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Six months after these hearings are concluded, the U. S. Rail Association will hold another set of hearings. A final report will be written by mid-1975 and sent to Congress.

"The recommendations were based on an economic study," said a spokesman for the Rail Service Planning Office, an arm of the ICC. "The final report, after the public hearings are held, will consider environmental and employment aspects and the rail-service needs of individual shippers."

Overall, the report recom-

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An analysis of the Johnstown and New Castle areas was not conducted because of the "complex nature of the zones," according to the transportation department.

Railroad Cutback Hearing Today

Interstate Commerce Commission will begin a weeklong hearing today on the U. S. Transportation Department has proposed reduc-

Former City Manager, Redevelopment Head Support Present Government Form

Wilkes-Barre City Charter Study Commission engaged in a twin-bill Wednesday, interrogating Leo Corbett, a former city-manager now confined to the role of city engineer and director, Public Works Department, and Wilkes-Barre Redevelopment officials Leon Case, executive director, and Atty. Donald McFadden, counsel, concerning the operations of their unit.

Because of his experience in an eight-month stint as acting city-manager just prior to the

Agnes disaster of June, 1972, Corbett proved to be one of the outstanding "witnesses" thus far in the charter study's study of the city government.

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He characterized the present system of Wilkes-Barre government "in a transitional stage and I believe it is working."

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unit the Wilkes-Barre Redevelopment Authority experienced little difficulty in working with the present council-manager system.

Case hinted he would like to see a better working plan and noted he was sympathetic with Wilkes-Barre council members lack of time and mounting paper work in keeping abreast of the development authority's program.

He observed that council has the absolute power to approve or disapprove the authority's projects and invited the members of council "to attend the authority's meetings and caucuses."

Case also enlightened the study commission concerning action by the U. S. House of Representatives posing a bill which would eliminate many of the authorities under federal jurisdiction and funding various improvement and renewal projects through the city government under a community action program.

Case, who was accompanied by Atty. Donald McFadden, counsel for the redevelopment authority, traced the responsibility and function of the authority and Atty. McFadden traced the beginnings of the unit, emphasizing the necessity under law for the development authority in renewing the city.

Former Mayor John B. McGlynn, chairman, who yielded the chairmanship temporarily because of his late arrival to Atty. Herbert Winkler, recited a number of court decisions concerning the legal limitations of the redevelopment authorities in other areas.

Atty. McFadden explained the acquisition of private property

as a result of the Agnes disaster to the business and industrial sectors.

In response to study commission members queries on acknowledging the wishes of the persons involved in redevelopment areas Case explained the difficulties arising in assembling interested parties as well as getting the information to them.

"That's a dilemma," he stated. "We've exhausted all efforts in communicating with persons affected by redevelopment."

Case added, "I don't think it's the system, it's the people." Urban renewal, according to Case, is designed to renew blighted areas and give persons an opportunity to step up to a better way of life.

"In Wilkes-Barre it's working, thanks to the various fundings by the federal and state government," he explained.

Under the proposed federal consolidation program of "authorities," city government will control all programs with one application a year approval which may vary from millions to thousands of dollars. In the redevelopment's authority's goal of revitalizing the central Wilkes-Barre business district, Atty. Winkler expressed concern over adequate parking and was told by Case that two new parking areas are projected by the Wilkes-Barre Parking Authority in addition to two private parking sites, bringing a total of eight parking garages to the main business area.

It also developed that each developer must show he has adequate parking facilities, but that the new complex at the corner of South Main Streets and Public Square will have "100 percent parking."

recreational facilities; Corbett suggested a portion of this income revert to the Department of Public Works for the maintenance of the facilities.

While urging coordination of the many departments in the city, Corbett urged a bureau to control purchasing and explained the city lacks adequate storage space to save on bulk purchases.

He revealed a single maintenance facility is in the offing at which terminal repairs to all city vehicles would be made under one roof.

In addition to Winkler and McGlynn, other charter study com-

mission members who joined in the questioning were Daniel Blaine, Nick Kostelanski and Bob Riley, also Andrew Shaw, consultant.

Observers included Joseph McGowan, Department of Public Affairs; Samuel Gutman, Wilkes-Barre City Planner, Claire O'Connor and David Kolesky, both of the Pennsylvania Economy League, and Clint Morse.

Charter Study Commission will review the Pottstown council-manager form of government next Wednesday and will have an executive session Nov. 7 followed by visits to the Easton and Allentown.

New Operation Seen for Projects

Statement by Leon Case, executive director, Wilkes-Barre Redevelopment Authority, to the Wilkes-Barre City Charter Study Commission.

"I would like to explain what the Wilkes-Barre Redevelopment Authority is and what it does. Essentially, all redevelopment authorities in the State of Pennsylvania are creatures of the state and more specifically the Urban Redevelopment Law of 1945 which authorized such organizations. Specifically, the authority is a direct agent of the City of Wilkes-Barre having been established by the City in 1958. Since that time, the authority has initiated 16 urban renewal projects encompassing approximately two-thirds of the land area of the City of Wilkes-Barre. Of the 16 projects, five have been completed and the remaining ones are in various stages of execution although none, at the moment, is in the planning stage.

ried out until a public hearing is held and city council gives its precise consent to proceed. This is often a moment of difficult, sometimes agonizing, decision for city council since the recommendations presented by the authority do often create disagreement in the community. Moreover, as each project proceeds council is not relieved of the overall responsibility and is constantly faced with citizen dissent and opinion which they must deal with. Any program which confronts change so directly as the authority's does, is bound to bring about this type of disagreement.

"I would like to make one final comment for the committee's benefit. The future direction of urban renewal nationally is away from special units of government such as redevelopment authorities and is very obviously toward direct control and su-

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"Much is said from time to time about the lack of communication and coordination between the City of Wilkes-Barre and the Redevelopment Authority. I would like to make a few comments on this matter. First of all, the authority and its staff operate almost directly as a department of the city and there is daily coordination with all other departments and agencies and authorities of the city. Without this type of involvement, quite frankly, the job would never get started much less completed. So for the record, there is a very active and ongoing working relationship between the authority staff and the city operating departments. Furthermore, there is seldom a work session of city council in which the authority staff is not participating for one reason or another.

In addition, there are numerous special meetings held with city council toward the end of resolving problems that frequently arise. In all honesty, it can never be said that the authority has not been at the immediate call of city council whenever a question arose. Finally, the authority is present at each formal city council meeting. This is at the request of the city manager, and we think it is a very good idea that we attend these sessions for purposes of not only giving information but of gaining information of other city programs and concerns. So, in summary on this point, I think that much of the spoken concern about the communication vacuum is unreal.

"I would suspect that very often city council quite naturally becomes overwhelmed with the magnitude of the programs which the authority administers and the decisions which are placed on city council. For example, no project can be undertaken, can even be initiated for planning purposes, without city council's consent. This requires considerable deliberation on council's part. Furthermore, no project can actually be car-

authority do often create disagreement in the community. Moreover, as each project proceeds council is not relieved of the overall responsibility and is constantly faced with citizen dissent and opinion which they must deal with. Any program which confronts change so directly as the authority's does, is bound to bring about this type of disagreement.

"I would like to make one final comment for the committee's benefit. The future direction of urban renewal nationally is away from special units of government such as redevelopment authorities and is very obviously toward direct control and supervision by city government. This will take the form of what is now being called community development. Congress has been considering for the past two years a number of bills which lead clearly in this direction. The outlook is for passage of a compromise bill by probably next summer. In all likelihood the final community development bill will eliminate the various separate funding programs such as urban renewal, model cities, open space, sewer and water, rehab grants, etc. and replace them with a single form of direct assistance called the Community Development Block Grant. This will probably come annually to the cities, and it will be their decision for the most part as to how and where those moneys are spent.

"Obviously, this type of legislation will have a very strong effect on special units of government such as redevelopment authorities not only throughout Pennsylvania but throughout the entire nation. It seems to me that it behooves any city which takes its responsibilities seriously to get itself prepared for the community development program and all of its implications. I don't think any of us at this point know precisely how it's going to work. I can only surmise that the situation will vary to some degree in each community depending upon the problems in that community. The urging of our national renewal association on this issue has been to allow the maximum amount of flexibility for the local government so that it can decide how best to handle the enlarged responsibility. What we mean by this is that a local government could decide to do away with its independent authorities and assume full responsibilities itself, or it could work out an arrangement which retains those authorities to continue as is, or it might form a new department or agency to handle all of the community development programs which may now be divided among several departments or agencies. In any event, it promises to be an interesting problem for most cities and it is one that I thought I would like to bring to the attention of the Charter Study Commission for its consideration. At this point I believe I am open for any questions you might have."

Case, who was accompanied by Atty. Donald McFadden, counsel for the redevelopment authority, traced the responsibility and function of the authority and Atty. McFadden traced the beginnings of the unit, emphasizing the necessity under law for the development authority in renewing the city.

Former Mayor John B. McGlynn, chairman, who yielded the chairmanship temporarily because of his late arrival to Atty. Herbert Winkler, recited a number of court decisions concerning the legal limitations of the redevelopment authorities in other areas.

Atty. McFadden explained the acquisition of private properties in central Wilkes-Barre, particularly in the Public Square-South Main Street area was approved by council under a "public purpose" clause since the redevelopment of this area is in the interest of the public in supporting business development and improving the economy which eventually benefits the city.

Atty. McFadden and Case agreed with McGlynn in his recital of the Urban Renewal Act in which he termed the powers of the redevelopment authority as "almost unbelievable."

However, the redevelopment authority chiefs continued to emphasize the unit "realizes its restraints" and noted the redevelopment authority "now covers Case two-thirds of the city." Case added the "main thrust toward housing has been marked by a continuation of that concern since the flood in addition to revitalizing Wilkes-Barre as a center of commerce.

They also were quick to point out that the original scope of the redevelopment authority "dealing with housing" has expanded

application a year approval which may vary from millions to thousands of dollars. In the redevelopment's authority's goal of revitalizing the central Wilkes-Barre business district, Atty. Winkler expressed concern over adequate parking and was told by Case that two new parking areas are projected by the Wilkes-Barre Parking Authority in addition to two private parking sites, bringing a total of eight parking garages to the main business area.

It also developed that each developer must show he has adequate parking facilities, but that the new complex at the corner of South Main Streets and Public Square will have "100 percent density."

Corbett insists the maintenance phase of the city parks remain insists under the Department of Public Works while acknowledging questions from the commission concerning the advisability of the Recreation Board governing "the entire ball of was."

Corbett told the members of the study commission that he is striving to have money and create better productivity is the Department of Public Works and would like to see all park maintenance under the department.

"Somehow the Kirby Park and Coal Street parks maintenance drifted from the Parks Department and believe if maintenance is to be effective it should be under one head."

He urged the appointment of a superintendent of parks, a post which has not been filled for the past two years since the departure of Russ Daubert.

Noting the recent statement by James McClelland, director of the Recreation Board, that fees will be in effect in more

10-25-73

7/15/74

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Case added, "I don't think it's the system, it's the people." Urban renewal, according to Case, is designed to renew blighted areas and give persons an opportunity to step up to a better way of life.

"In Wilkes-Barre it's working, thanks to the various fundings by the federal and state government," he explained.

Under the proposed federal consolidation program of "authorities," city government will control all programs with one application a year approval which may vary from millions to thousands of dollars. In the redevelopment's authority's goal of revitalizing the central Wilkes-Barre business district, Atty. Winkler expressed concern over adequate parking and was told by Case that two new parking areas are projected by the Wilkes-Barre Parking Authority in addition to two private parking sites, bringing a total of eight parking garages to the main business area.

It also developed that each developer must show he has adequate parking facilities, but that the new complex at the corner of South Main Streets and Public Square will have "100 percent density."

Corbett insists the maintenance phase of the city parks remain insists under the Department of Public Works while acknowledging questions from the commission concerning the advisability of the Recreation Board governing "the entire ball of was."

Corbett told the members of the study commission that he is striving to have money and create better productivity is the Department of Public Works and would like to see all park maintenance under the department.

"Somehow the Kirby Park and Coal Street parks maintenance drifted from the Parks Department and believe if maintenance is to be effective it should be under one head."

He urged the appointment of a superintendent of parks, a post which has not been filled for the

recreational facilities suggested a portion come revert to of Public Works

While urging the many departments, Corbett urged control purchases of the city storage space to purchases.

He revealed a maintenance facility at which terminating city vehicles would under one roof.

In addition to McGlynn, other chair

New Operation Seen for Projects

Statement by Leon Case, executive director, Wilkes-Barre Redevelopment Authority, to the Wilkes-Barre City Charter Study Commission.

"I would like to explain what the Wilkes-Barre Redevelopment Authority is and what it does. Essentially, all redevelopment authorities in the State of Pennsylvania are creatures of the state and more specifically the Urban Redevelopment Law of 1945 which authorized such organizations. Specifically, the authority is a direct agent of the City of Wilkes-Barre having been established by the City in 1958. Since that time, the authority has initiated 16 urban renewal projects encompassing approximately two-thirds of the land area of the City of Wilkes-Barre. Of the 16 projects, five have been completed and the remaining ones are in various stages of execution although none, at the moment, is in the planning stage. Over 150 million dollars in State and Federal funds have thus far been committed for the programs administered by the authority.

"Much is said from time to time about the lack of communication and coordination between the City of Wilkes-Barre and the Redevelopment Authority. I would like to make a few comments on this matter. First of all, the authority and its staff operate almost directly as a department of the city and there is daily coordination with all other departments and agencies and authorities of the city. Without this type of involvement, quite frankly, the job would never get started much less completed. So for the record, there is a very active and ongoing working relationship between the authority staff and the city op-

erated out until a public hearing is held and city council gives its precise consent to proceed. This is often a moment of difficult, sometimes agonizing, decision for city council since the recommendations presented by the authority do often create disagreement in the community. Moreover, as each project proceeds council is not relieved of the overall responsibility and is constantly faced with citizen dissent and opinion which they must deal with. Any program which confronts change so directly as the authority's does, is bound to bring about this type of disagreement.

"I would like to make one final comment for the committee's benefit. The future direction of urban renewal nationally is away from special units of government such as redevelopment authorities and is very obviously toward direct control and supervision by city government. This will take the form of what is now being called community development. Congress has been considering for the past two years a number of bills which lead clearly in this direction. The outlook is for passage of a compromise bill by probably next summer. In all likelihood the final community development bill will eliminate the various separate funding programs such as urban renewal, model cities, open space, sewer and water, rehab grants, etc. and replace them with a single form of direct assistance called the Community Development Block Grant. This will probably come annually to the cities, and it will be their decision for the most part as to how and where those moneys are spent.

"Obviously, this type of legisla-



LUNCHEON PRINCIPALS — Principals who attended a recognition-orientation luncheon at Wilkes College for Dial-A-Driver, Inc. are pictured.

Volunteer drivers who are helping to meet the transportation needs of the elderly, seated left to right, are: Ralph Nicholson, Miss Lee Marlino, Mrs. Arthur Silverblatt, Mrs. Barbara Cushman, Mrs. George Worden, Jr., Mrs. Elva Benner, Norbert Laboux and Bernard G. Burden.

Standing: Mary Carrano, supervisor of casework counsel for the Luzerne County Bureau for the Aging; Mrs. Rebecca Jost, administrator of Wilkes Community Effort, Roy Rosenbaum, director of transportation for the United Services Agency; the Rev. E. Allen Campbell, pastor of Church of Christ Uniting, Kingston, the sponsoring organization; Mrs. E. B. Wiener, president; Mrs. Bruce Kern, coordinator of Dial-A-Driver, Inc., and Mrs. James Edwards, Dial-A-Driver board member.

Mar. 5, 1974

Improved Radio Net To Help Emergencies

West Side Council of Governments, which represents eight municipalities, is pressing for improvement in emergency communications in the event another emergency situation similar to the Agnes disaster of June, 1972, arises.

At a meeting of COG in Swoyersville Municipal Building, actions of State Civil Defense in improving communications were reported by Jack Anderson and Craig Williams.

They told representatives of the West Side communities that a test using facilities of ham radio operators was run two months ago by State Civil Defense and was considered a success.

They also reported on what is being done regarding supplies

of emergency equipment and material.

COG representatives told the Civil Defense men they have had many inquiries about who would be in charge in case of disaster.

Further meetings will be arranged with the state and county Civil Defense for a better understanding of the "chain of command" and to correct deficiencies in communications which were evident after the Agnes flood, it was reported.

Larksville was accepted as a regular member of COG, and a resolution to that effect is expected to be adopted by Larksville council at its next meeting.

Leonard Tareto, COG president, said the next COG meeting will be held Nov. 28 in Larksville municipal building.

Oct. 23, 1973
TLE.N.

County Radio Net to Expand

The Luzerne County Civil Defense Communications Center is expanding its emergency communications radio network to include ambulance, fire and rescue units, according to an announcement by the county commissioners and Maj. Gen. Frank Townend, civil defense director.

The new service, called the Ambulance/Fire Radio Network will go into operation Friday, February 15.

It will provide a two-fold purpose. Participating ambulance units will be able to maintain direct radio-telephone communication with the hospital emergency wards to which they are en route, enabling ambulance attendants to get immediate emergency medical advice while traveling, and also advise the hospital of their arrival so it can prepare in advance to meet the medical or surgical needs of the victim(s).

The ambulance-hospital communication will be done by the way of a radio-telephone patch with the county base station serving as the intermediate base. An ambulance attendant will radio the county net on the designated channel. The county base then will telephone a special phone in the hospital emergency ward then hookup a patch from the ambulance radio to the hospital. The system also will work vice versa whereby the hospital can telephone patch a connection to the ambulance radio.

The other aspect of the newly-instituted network would enable participating fire and rescue units to have direct radio-to-radio communications between or among themselves on the special channel with the county communications center providing the base. Direct communications among communities' fire units on a single net would be especially beneficial in general alarm fires where units from more than one community respond, especially in getting equipment placed at needed points around a fire or in relaying other emergency information instantaneously.

The Luzerne County Civil Defense Unit has sent letters to 105 fire departments, 42 ambulance companies or associations, and 10 hospitals advising them of the new network in which participation is strictly volunteer.

The need for the ambulance-fire network was exemplified by the rapid growth of the Luzerne County Police Network which was established in November of 1970. That network now has 52 participating departments utilizing a total of 260 radio units. Because of its rapid expansion, the commissioners have obtained an additional grant from the Governor's Justice Commission to purchase an additional base console which will be installed at CD headquarters. Shipment of the new unit is expected shortly.

Feb. 13, 1974
TLE.N.

Michelini Gives Award to Flood



Wilkes College President Dr. Francis Michelini took part in ceremonies at the annual convention of the Pennsylvania Association of Colleges and Universities in Pittsburgh. Highlight of the meeting was the presentation of a special Distinguished Service Award to Congressman Daniel J. Flood, in recognition of his accomplishments for higher education as chairman of the Labor; H.E.W. appropriations committee.

In his acceptance speech, Congressman Flood cited Dr. Michelini and King's College President Rev. Lane Kilburn for their leadership in bringing their schools back to operations status following the Agnes disaster. The Congressman also praised College Misericordia and its President, Sister Miriam Therese for the school's role as an evacuation center and temporary hospital in the weeks after the 1972 floods.

Nov. 28, 1973
S. I.

City Spends \$146,143 EDA Inspection Grant

An EDA grant of \$146,143 used during the last year for hiring additional building inspectors to cope with the huge task of inspecting flood-damaged properties in Wilkes-Barre has been exhausted but the well-organized method of building inspection will not falter, thanks to aid offered by the City Redevelopment Authority.

City Building Inspector Edward Hayes said the federal grant received a year ago ended on September 15 and it appeared that the city's inspection system might break down.

However, the Redevelopment Authority, which is receiving millions of dollars for its Downtown and South Wilkes-Barre Disaster Urban Renewal projects, has come up with a new grant of \$146,000 to the city bureau of building inspection making it possible to keep the inspections going for another year.

Hayes said the grant will provide for the continuation of the

hiring of 11 inspectors including six electrical, three building and two plumbing inspectors. These 11 will augment the four regular inspectors provided for in the city budget.

The RA first became involved in the inspection program as a result of interim assistance work offered to flood victims. For a while there appeared to be some conflict because the city was tough with some contractors doing shoddy work, but in recent months their work record has improved and fewer complaints are being received.

Volume of work facing the city's inspection staff has been tremendous ever since the flood occurred and the number of inspections continues to rise each month. During the first eight months of 1973, the city issued 5,738 permits, all of which required inspections. The number appears to be rising steadily. In August there were 887 permits issued, the largest number this year.

Sept. 25, 1973
T L E N.

SBA Requires Receipts On Use of Loan Money

Flood victims must produce receipts to show use of Small Business Administration loan money for repairs and replacements, the Federal agency said again Thursday.

Issuing the reminder, Russell Hamilton, Jr., SBA regional director, said that legible photostatic copies of receipts are required within one year from the date of the last amount of money that was borrowed under SBA's disaster loan program.

Hamilton said each person ap-

plying for a loan was given a form 1018 on which to list expenditures, and if cancelled checks are included, they should have a notation of the purchase. The director pointed out that if money borrowed has not been spent because a contractor has been unable to do the work, a letter of explanation should be sent, and an extension will be granted the borrower.

Persons residing in Luzerne County should forward this information to the Wilkes-Barre Office.

Oct. 12, 1973 T L E N.
10-12-73

Court House

Study Group Seeking To Eliminate Sheriff And Jury Commissioner

Decisions on the positions of Sheriff and Jury Commissioner were reached by the Luzerne County Government Study Commission. These were the two remaining offices on which the Commission had not made a recommendation for the preliminary draft of the home rule charter.

It was agreed that the office of the sheriff be eliminated and his functions appropriately distributed in the administrative branch. The office of jury commissioner also would be eliminated and his responsibilities assigned to the appropriate branch of government in the new structure.

The office of district attorney will continue to be elected, as will the office of the controller, but the duties of the controller will be post-audit only, in line with the "watchdog" responsibility of this office.

The functions of the row offices will remain intact, but the offices themselves will no longer be elective.

Not Resolved

The two areas as yet unresolved are whether the chief executive will be elected or appointed and how many members will be in the council.

The basic difference of the government proposed by the Commission is that the new structure will have three departments as in federal and state government, the executive, the legislative, and the judicial instead of the current three-commissioner form.

The executive, as a person distinct from the policy-making body, will be responsible for the administration of the func-

tion of the county. The administrative departments will not be covered in the charter itself but will be covered in an Administrative Code.

Public Hearings

These decisions represent the thinking of the Commission, confirmed by recommendations of testimony given at public hearings held in Hazleton, Pittston, Nanticoke, Dallas, and Wilkes-Barre. A public hearing was held in Kingston at the Borough Building on Thursday.

To learn the advantages of government with an elected chief executive, John Mulroy from Onondaga County, New York, visited the Commission. Lucien Morin and Frederick Lapple from Monroe County were also guests of the Commission to present the strengths and weaknesses of a government structured with an appointed chief executive.

The Commission may also visit other areas to guide their chief executive to recommend thinking in relation to type of

Following is a summary of points agreed upon for a preliminary draft:

1. District Attorney—Elected
2. Public Defender — Appointed

3. Medical Examiner—Appointed
4. Executive—Tabled
5. Council—7 or 9 members elected by District
6. Controller—Elected
7. Treasurer—Not elective
8. Recorder of Deeds—Not elective

FEBRUARY 25, 1973

Wilkes Staffer Will Attend State Workshop

Andrew Shaw Jr., director of Wilkes College Institute on Regional Affairs and executive director of Flood Recovery Task Force Inc., will participate in workshop on "Pennsylvania's Research and Development Priorities," on Monday, March 5, at the Penn Harris Motor Inn, Harrisburg.

The workshop is being organized by the Center for the Study of Science Policy with support of the Pennsylvania Science and Engineering Foundation and the National Science Foundation. It represents an extension of the project that the Governor's Science Advisory Committee has currently undertaken with the Commonwealth's agencies.

The objectives of the workshop, Shaw explained, are:

—To assist the Commonwealth in identifying those areas and projects through which research and development can contribute to the realization of agency objectives.

—To provide a "Pennsylvania" input into the design of new domestically oriented research and development programs of the federal government.

—To develop closer ties, both industrial and academic, between the Commonwealth and Pennsylvania's research and development community.

The format of the workshop calls for a one-day session focusing on six panels: Resource Development, environmental management, transportation, health, community affairs, and education.

Shaw, who has been executive director of the regional Flood Recovery Task Force since its inception, will serve on the panel which will take up problems related to Community Affairs.



(Photos by Publiservices)

FLOOD MEDICAL CENTER — Congressman Daniel J. Flood is pictured at entrance to new diagnostic health-care center which was dedicated in his honor Friday at Kidder Township, near Split Rock Lodge.

The medical emergency treatment center, the first of its kind in an officially designated "rural" area, was constructed with federal, state and regional funds. Staffed by two physicians and seven additional professional assistants, the facility can accommodate up to five patients at a time. Mrs. Agnes McCartney, East End native who mobilized the project, said that the primary purpose of the center is to provide fast diagnosis and referral when possible.

At luncheon ceremonies at Split Rock Lodge, Congressman Flood was presented with a piece of Stuben glassware, "as a small token of the appreciation of Carbon county residents . . ."

Numerous local health officials of health-care organizations took part in the ceremonies including Robert McGregor, executive director of the Health Hospital Planning Council of Northeastern Pennsylvania; Gerald Molloy, chief of Home Health Services of Luzerne County; Roy Morgan, former chairman of the State Welfare Commission; several hospital administrators and representatives of the Economic Development Council.

The Carbon County facility is the second structure to be named after Congressman Flood, who recently completed his 25th year in the U. S. House of Representatives. In October of 1969, the Daniel J. Flood Elementary School was opened in N. Washington St. The school gained additional note following the 1972 Hurricane Agnes disaster when it became headquarters for the U. S. Army Corps of Engineers.

1-19-74

Jan. 19, 1974

TLE.N.

Task Force Restates Flood Bill Backing

3-2-73

Key officials of the Flood Recovery Task Force have reaffirmed their support for the bill submitted by Rep. Daniel J. Flood for the creation of a national catastrophic insurance fund to guarantee federal insurance protection for persons affected by natural disasters.

Andrew Shaw Jr., executive director of Flood Recovery Task Force (FRTF), called the move by Flood one of the most important governmental actions taken during the period of recovery from the flood of last June.

Shaw said he was voicing the opinion of other members of the task force, including the current chairman, Andrew J. Sordani III, and the former chairman, Federal Judge Max Rosen.

The endorsement by the Flood Recovery Task Force came shortly after 50 members of the Flood Victims Action Council returned from Washington where they lobbied for support of the measure in both Houses. That group, headed by Mrs. Min Matheson, who has been one of the leading forces on behalf of the flood victims of the region, made strong appeals to some of the key legislators on the federal level.

Rep. Flood's proposal includes a retroactivity clause which would give disaster insurance benefits to victims of the June flood that caused billions of dollars in property damage in seven states.

The bill, National Catastrophic



ANDREW SHAW JR.

Insurance Act of 1973, would create an insurance fund within the jurisdiction of the Department of Housing and Urban Development. The fund would be supervised by the administrator of the Office of Disaster Insurance.

Rep. Flood's legislation would cover all Americans holding property or protection insurance from losses suffered through natural disasters, after they had been declared such by the appropriate federal government official. The fund would be realized from a maximum five percent surcharge on most property damage insurance privately held, along with a one percent levy on SBA disaster loan paybacks.

A report on the Washington trip will be made at a meeting of the Flood Victims Action Council Sunday at 2 in Gus Gettetti Hotel.

Rotary Told Of Task Force Flood Work

3-21-73

Andrew Shaw Details
Winterization and
Mini-repair Jobs

Activities of the Flood Recovery Task Force, Inc., were detailed in a talk given at Tuesday's meeting of the Wilkes-Barre Rotary Club by Andrew Shaw Jr., executive director of the task force.

Shaw stated that one of the first priorities of the task force was to focus attention of the June 23, 1972, disaster to state and federal authorities, pointing out that there was "inadequate legislation dealing with disasters." At that point, the speaker said, "we were trying to cope with a disaster with mechanisms never before used in a disaster."

Shaw stated that the FRTFI is still trying to convince area legislators that "we still need help for the people."

The speaker then told of the task force's efforts in the mini-repair and winterization programs.

He then touched on the Economic Development Administration's effort in providing money to flood-stricken communities to hire personnel to coordinate activities. The task force, he said, tried to insure that capable persons were hired for these positions. "Most of them have worked out very well," he said, noting that EDA grants for this purpose will "run out in about six months," and when this happens "we may be taking a step backward."

Concerning municipal buildings in the flood area, Shaw said EDA went to community officials and asked them for main priority. Most of them said that they need new municipal buildings. The speaker pointed out that the task force felt that some of the buildings were not necessary, but community officials were approached by FRTFI representatives and asked to design the structures so that they would be "multi-purpose buildings."

The speaker then told of the role of the task force in expediting the construction of the North Street Bridge and also in obtaining a transit system for the area.

In closing, Shaw said that in his opinion, the bureaucracy at the state and federal levels has been overwhelmed. He said there is a need for civic leaders to "remain involved."

Wyoming Valley, he said, has a "long way to go, and it will not make it if residents go back to pre-flood thinking."

March 2, 1973

T.L.E.N.

March 21, 1973

T.L.E.N.

The Greeting Today is 'Chag Sameach'!



At sunset last evening, members of the Robert S. Capin Family of Wright Avenue, Kingston, in the left photo, gathered around the table for the traditional "Passover" repast. Shown clockwise seated are: Debbi Capin, David Capin, Mark Capin, Robert S. Capin, Jeffrey Lubin, Sheldon Lubin and Ellen Capin Lubin. Mrs. Robert Capin is standing.

Robert Capin, a member of the administration at Wilkes College is shown reading the Passover story from the Scriptures for the services that have been used for thousands of years.—(Photos by Ace Hoffman)

Last evening the Festival of Passover marking the liberation of the Children of Israel from Egyptian Bondage was observed throughout Wyoming Valley as well as throughout the world.

The traditional Seder, commemorating that historic event, is conducted on the first two nights of Passover—last night and tonight.

The Seder begins with the ceremony of "Kiddush" a benediction over wine which proclaims the holiness of the day.

Water is poured, in accordance with ritual, over the hands of the person who conducts the Seder, in preparation for the next step, the dipping of food into water.

A sprig of parsley or other vegetables is dipped in salt water and eaten to symbolize the meager diet and tears of the Israelites under

Egyptian oppression.

The Matzo is broken into three pieces and the larger is wrapped in a napkin and hidden to use as "Afikomon" (dessert).

The key to the Seder ceremony is the recital of the Passover Story.

All then perform the ritual of the washing of the hands and saying of the blessing.

Benediction is recited and each person eats two pieces of matzo.

Then bitter herbs are eaten.

The meal is now served and starts with an egg dipped in salt water and the hidden matzo is eaten.

The Seder concludes with prayers and songs of thanksgiving praise and rejoicing.

CHAG SAMEACH!



Charter Study Members Chagrined Over Lack Of Interest by Public

Members of the Luzerne County Government Study Commission have privately expressed some disappointment over the lack of interest shown by the general public in their activities.

A number of meetings have already been held by the group, some in the Court House and others in the various towns.

However, in most cases the hearings are sparsely attended and commission members confess they have not really received a cross section of opinion from the man in the street.

In that regard, a public hearing of the study commission for the Lower end of Luzerne County will be held Tuesday evening, at 7 in the John S. Fine High School to give the area citizens an opportunity to present their ideas for the restructuring of the county government.

In stressing the great need for recommendations, comments, and suggestions from individuals and organizations, Mark Chamberlain, vice chairman of the Commission, said: "County government is only as good as we the people make it. When the people of Luzerne County created the Charter Study Commission, they created a vehicle of and for improvement of our County system. The Commission members are very much interested in citizen input for it is this in-

Nov. 11, 1973

S. I.

11-11-73 SL

FEBRUARY 9, 1974



(Photo by Ace Hoffman)

PUBLIC INVITED — The Wilkes-Barre City Charter Study Commission will conduct its first public meeting Wednesday at 7:30 p. m. at the library of the Daniel J. Flood Elementary School, N. Washington Street.

Citizens of Wilkes-Barre will be given an opportunity to express their views on the form of government which best meets the needs of the city and to aid the commission in formulating recommendations.

The commission must examine the council-manager form of government and make recommendations for improvements if necessary. The commission must also consider whether or not to draft a home rule charter to serve as a constitution for the city.

Shown are commission members and consultant. Seated, left to right, Carol Brent, treasurer; John McGlynn, chairman; Atty. Herbert Winkler, vice chairman, and Elizabeth Brennan, secretary; standing, Daniel Blaine Jr., Michael Kostelansky Jr. and Robert Reilly, commission members, and Andrew Shaw, consultant.

T. L. E. N.



Panel Calls for Strong Mayor-Council In Releasing Draft of City Charter

A draft of the proposed Home Rule Charter for the City of Wilkes-Barre endorsing the Strong Mayor-Council Form of Government for the City of Wilkes-Barre was announced yesterday by the seven-man commission, which has been working for nearly a year drafting a proposed Home-Rule Charter.

Other features being considered are the elimination of the elected offices of the treasurer and city controller, adding a new Office of Information, placing of the city planning function directly under the mayor and electing all members of city council at the same time.

In discussing the program, Chairman McGlynn emphatically stated that the charter is a proposal at this time and may be changed within the next few months before it is finally placed on the General Election ballot in November.

The commission will have a public hearing when the final and last draft is made later this year.

The commission's statement reads as follows:

The Charter Study Commission of Wilkes-Barre has been meeting on a weekly basis with few exceptions since its inception in May of 1973. During that time, members of the commission have studied the existing governmental structure and its operation in the City of Wilkes-Barre and have analyzed every existing option available to the



Six of the seven members of the Wilkes-Barre Charter Study Commission are shown at a press conference held yesterday at Hotel Sterling. Shown left to right, Robert

Reilly, Carol Brent, Michael Kostelansky, Chairman John McGlynn, Daniel Blaine Jr., and Atty. Herbert Winkler. Libby Brennan is the seventh commission member.—(Ace Hoffman)

city under Act 62, which is the Home Rule Act of the Commonwealth of Pennsylvania. Members of the commission have interviewed numerous public officials and organizations of the city to obtain their thoughts and ideas on what is best for the city. In addition, the commission has interviewed various organizations knowledgeable in the operation and organization of government. The commission has also visited several municipalities in the Commonwealth to get first hand knowledge on the operation of the various forms of government available under Act 62.

Finally, three public hearings were held at various locations throughout the city to afford the citizens of Wilkes-Barre with an opportunity to express

their thoughts on the governmental operation and structure of Wilkes-Barre. It has been the objective of the commission throughout the entire study to become as knowledgeable on the operation and structure of government in Wilkes-Barre.

At this time, we are presenting a draft of the proposed Home Rule Charter for the City of Wilkes-Barre. The proposed charter endorses a Mayor-Council Form of Government in the City of Wilkes-Barre. The charter commission concluded that citizens of Wilkes-Barre desire to have an elected official as their chief executive official, and the vehicle for obtaining this is, of course, the Mayor-Council Form of Government.

The commission's proposals are designed to provide respon-

siveness and accountability on the part of the city government towards its citizens. As a result the charter contains several key provisions which will result in changes in the city's present structure. The offices of controller and treasurer were considered non-political functions and would no longer be elected positions. The commission determined that the controller's function is ambiguous and, more importantly, misunderstood, by most people. Therefore, to insure accountability the proposed charter places the post-audit function in the hands of the legislative body. An office of information is provided to guarantee that the citizens of Wilkes-Barre will be kept informed of the activities of their city government and

will provide access for the citizens to their government.

The city planning function has been placed directly under the Mayor. This will enable the administration to develop effective analysis and evaluation of proposed programs by those autonomous or semi-autonomous agencies involved in development within the city and will enable both the administration and the legislative body to base their decisions regarding city development on adequate knowledge of the impact of proposed programs in the city's future.

All members of the city council will be elected at the same time, eliminating the present staggered term system. The intent of the proposal is to increase the accountability among all elected officials.

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AT RAILROAD HEARING — Gov. Milton Shapp, left, discusses the regional rail crisis with Congressman Daniel J. Flood, center, and Joseph M. McDade on Monday prior to the Interstate Commerce Commission hearings at Avoca.

All three men offered testimony in the early hours of the hearings. The ICC will take testimony day and night all week.

Those testifying expressed strong opposition to U. S. Department of Transportation proposals to eliminate so-called "excess" trackage in this area.

Loss of Railroads Would Prevent Tapping of Coal

Elimination of main and connecting railroad lines in Northeastern Pennsylvania would prevent tapping of large coal reserves to meet the nation's pressing energy needs, the Interstate Commerce Commission was told Monday.

Anthracyte industry officials and a mining engineer testifying Monday at an ICC hearing at the U. S. Naval Reserve Training Center, Avoca, all

the matter will be taken up at the next OCR meeting, which has not been scheduled.

Branch railroad lines are necessary to move this coal material to the nearest available preparation plants, he said.

"It is expected that anthracite mining will be accelerated to the extent that the tonnage of anthracite shipped to market over track systems connecting this region will, in the next dec-

cent sulphur, and a high pure carbon product, containing approximately 85 percent carbon. These ingredients suggest renewed interest in the use of Anthracite, as a result of our stated environmental goals.

3) In 1972 there were 114 companies engaged in the production of Anthracite Coal and 35 preparation plants were in operation.

Approximately 7,000 men

Displeasure on U.S. Plan to Reorganize Area Railroads Voiced

Everybody loves a railroad and this fact became more apparent Monday at a public hearing by the Interstate Commerce Commission in the Naval Reserve Training Center, Avoca, when a federal report for reorganizing railroads prepared by the Department of Transportation was viewed with displeasure by almost all in attendance and those who testified.

Teresa Nasialka, Pittston Area freshman, who is "studying railroads" was the youngest of the public representatives, accompanied by her father, Michael, Duryea, and Joseph Mulderig, Pittston, both trainmen with the Erie Lackawanna Railroad.

The EL, which is "financially troubled" in northern pattern, has voiced it is not interested in joining the network proposed by the federal government's Department of Transportation to combine and slim down the six bankrupt rail lines and will seriously penalize the northeastern Pennsylvania region as well as the northeast section of the United States. Included in the complex is the nation's biggest carrier, the Penn Central.

"The maintenance of competition for the users of rail service is a leading element of the public interest," Gregory W. Maxwell, Erie Lackawanna chief executive officer, stated. "It is Erie Lackawanna's intention to continue to provide vigorous competition."

Congress last year passed the Regional Rail Reorganization Act to rescue the ailing railroads by bringing them together in a new semi-public firm called ConRail.

In a related event, in Boston, John J. Nee, general counsel for the Boston & Maine Rail-

"provoked" by the depression era. After World War II the people's "bootstrap" programs in the area was aided by federal investments from 1969 to 1973, in the 22 counties, reaching \$6.6 including \$400 million as a result of the tragic flood of 1972 caused by Hurricane Agnes.

In addition the Appalachian Regional Commission, has invested \$285 million in the area and the Area Redevelopment, Administration and the Economic Development Administration \$58 million, he reported. "It has helped immeasurably in the rejuvenation of the area," he continued, "and it has been inspired and caused primarily by people action in the area."

"This 'bootstrap' action has not only stopped the retrogression of population but has turned the area around to the point where it is now 'in take-off position.' To make certain all this effort has not been in vain and that the area's potential is realized in the future, a servicing rail system is essential.

"Likewise the State investment has been substantial — \$2.8 billion from 1969 to 1973. The Pennsylvania Industrial Development Authority in its 16 years of operation has invested \$102 million in this area and the result has been 432 projects, primarily manufacturing and distribution facilities, with a total cost of \$268 million generating 60,000 jobs.

"In short, this is a sizable geographical area with a sizable population that is now growing, a well rounded economy composed of agribusiness, manufacturing, distribution, mining, and commercial development. Though it has received

tions which are invalid, Preate said, "the statistical analysis and other inaccuracies make the report invalid for serious consideration as an input to the development of a final system plan." He also noted that the report "only considers existing situations and does not project, estimate, nor forecast rail transportation needs and service requirements to any significant year, such as 1980, 1990, or 2000."

"Until such time as a final system plan is finalized, the EDCNP recommended that all proposed cessation of service, abandonments or declarations of excess rail service currently being contemplated in our region as well as the 22 counties comprising the Task Force be deferred; and that all existing rail lines and services be retained so that sufficient time can elapse to develop a thorough and comprehensive study of the rail system as previously outlined.

According to Howard J. Grossman, EDCNP executive director, the council looks upon the report of the Secretary of Transportation as an initial reaction subject to continuous review and comment and to be changed accordingly in the future.

"EDCNP stands ready to assist the commission as well as all other agencies involved in rail services and the movement of goods and people in the adoption and implementation of an inter-modal system best suited for the needs of today and tomorrow throughout our region," Grossman concluded.

Gov. Milton J. Shapp, the first witness at the hearings, said federal proposals to streamline operations would reduce secondary rail trackage in the state 13 percent and immediately idle 56,400 men and wom-



Gov. Milton Shapp, left, discusses the regional rail flood, center, and Joseph M. McDade on Monday commission hearings at Avoca. in the early hours of the hearings. The ICC will take opposition to U. S. Department of Transportation "cess" trackage in this area.

Railroads Would Strippping of Coal

ter will be taken up at t OCR meeting, which t been scheduled.

h railroad lines are nec- to move this coal map- the nearest available tion plants, he said.

expected that anthra- mining will be accelerated extent that the tonnage racite shipped to market ack systems connecting ion will, in the next dec- near 10 times present on or reach 60 million nually," Howell said. continued increases as ion to coal is set in mo- ough research and de- nt.

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sted these "basic ele- of the industry:

ere is an estimated 16- 00 tons of Anthracite re- of which 8,000,000,000 considered recoverable. thracite is a low sulphur

cent sulphur, and a high pure carbon product, containing approximately 85 percent carbon. These ingredients suggest renewed interest in the use of Anthracite, as a result of our stated environmental goals.

3) In 1972 there were 114 companies engaged in the production of Anthracite Coal and 35 preparation plants were in operation.

4) Approximately 7,000 men are employed in all phases of the industry.

5) The mining companies have substantial investments in the coal reserves, mining, and preparation facilities, as well as stripping and deep mining equipment.

Tedesco said it is his opinion that the government will adopt a National Fuels Policy resulting in greater utilization of coal, and thus the essential railroad lines should not be discontinued to any anthracite coal-bearing properties in Northeastern Pennsylvania.

Charles Zink, vice president of Blue Coal Corporation, Ashley, said DOT's plan would mean the closing of all Blue Coal production facilities in Luzerne County and adversely affect all associated producers in

Displeasure on U. S. Plan to Reorganize Area Railroads Voiced

Everybody loves a railroad and this fact became more apparent Monday at a public hearing by the Interstate Commerce Commission in the Naval Reserve Training Center, Avoca, when a federal report for reorganizing railroads prepared by the Department of Transportation was viewed with displeasure by almost all in attendance and those who testified.

Teresa Nasialka, Pittston Area freshman, who is "studying railroads" was the youngest of the public representatives, accompanied by her father, Michael, Duryea, and Joseph Mulderig, Pittston, both trainmen with the Erie Lackawanna Railroad.

The EL, which is "financially troubled" in northern pattern, has voiced it is not interested in joining the network proposed by the federal government's Department of Transportation to combine and slim down the six bankrupt rail lines and will seriously penalize the northeastern Pennsylvania region as well as the northeast section of the United States. Included in the complex is the nation's biggest carrier, the Penn Central.

"The maintenance of competition for the users of rail service is a leading element of the public interest," Gregory W. Maxwell, Erie Lackawanna chief executive officer, stated. "It is Erie Lackawanna's intention to continue to provide vigorous competition."

Congress last year passed the Regional Rail Reorganization Act to rescue the ailing railroads by bringing them together in a new semi-public firm called ConRail.

In a related event, in Boston, John J. Nee, general counsel for the Boston & Maine Railroad, said that trustee Benjamin Lacy and the other trustees intended to ask that B&M be reorganized under the Bankruptcy Act rather than the Con Rail system.

Lacy told ICC hearings in Boston Monday that he would ask U.S. District Court in Boston for organization under the bankruptcy law.

This area began one of the outstanding responses to the railroad reorganization with the groundwork furnished by the Railroad Task Force for Northeast Region headed by former Pennsylvania Gov. William Scranton and Economic Development Council of Northeastern Pennsylvania with Atty. Ernest D. Preate, recently named president.

They were joined Monday at

"provoked" by the depression era. After World War II the people's "bootstrap" programs in the area was aided by federal investments from 1969 to 1973, in the 22 counties, reaching \$6.6 including \$400 million as a result of the tragic flood of 1972 caused by Hurricane Agnes.

In addition the Appalachian Regional Commission, has invested \$285 million in the area and the Area Redevelopment, Administration and the Economic Development Administration \$58 million, he reported. "It has helped immeasurably in the rejuvenation of the area," he continued, "and it has been inspired and caused primarily by people action in the area."

"This 'bootstrap' action has not only stopped the retrogression of population but has turned the area around to the point where it is now 'in take-off position.'" To make certain all this effort has not been in vain and that the area's potential is realized in the future, a servicing rail system is essential.

"Likewise the State investment has been substantial — \$2.8 billion from 1969 to 1973. The Pennsylvania Industrial Development Authority in its 16 years of operation has invested \$102 million in this area and the result has been 482 projects, primarily manufacturing and distribution facilities, with a total cost of \$268 million generating 60,000 jobs.

"In short, this is a sizable geographical area with a sizable population that is now growing, a well rounded economy composed of agribusiness, manufacturing, distribution, mining, and commercial development. Though it has received outside help from government, the dynamic job of economic progress has been accomplished primarily by the people themselves. Because of its location on the edge of megalopolis but beyond the congestion of the major metropolitan centers, this area can achieve its potential, provided there is an adequate rail system," he stated.

Atty. Preate observed the Economic Development Council believes the DOT report "would have serious and grave impact on the future economic and physical development of Northeastern Pennsylvania."

He projected that the consequences of the DOT recommendations "would be serious enough to represent a disaster of the magnitude, if not greater than that which Tropical Storm Agnes brought upon the re-

tions which are invalid, Preate said, "the statistical analysis and other inaccuracies make the report invalid for serious consideration as an input to the development of a final system plan." He also noted that the report "only considers existing situations and does not project, estimate, nor forecast rail transportation needs and service requirements to any significant year, such as 1980, 1990, or 2000."

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Gov. Milton J. Shapp, the first witness at the hearings, said federal proposals to streamline operations "would reduce secondary rail trackage in the state 18 percent and immediately idle 56,400 men and women.

Shapp said rural areas would be hit hardest if the Department of Transportation succeeds in abandoning 1,450 miles of track it considers excess. DOT advanced the proposal last month.

U. S. Rep. Daniel Flood, a Luzerne County Democrat who also testified, called the cut-backs "a blueprint for disaster."

Besides the Penn Central Erie-Lackawanna and Boston & Maine the other ailing roads are Reading, Lehigh Valley and Central of New Jersey.

All are presently involving in reorganization proceedings in federal bankruptcy courts, and all have sought—mostly unsuccessfully—to reduce some trackage which they considered unprofitable because of little use.

Bankruptcy of LVRR Viewed If Aid Lacking

The Lehigh Valley Railroad will cease operations on June 30 unless the federal government comes across with financial assistance, one of the bankrupt carrier's trustees said Monday.

Robert C. Haldeman, trustee, testified at an Interstate Commerce Commission hearing at the U.S. Naval Reserve Training Center, Avoca, that a federal grant is necessary to keep the railroad running until the entire northeast rail system is restructured.

Haldeman and co-trustee James F. Nash called for creation of the new Mid-Atlantic Railroad to take in the bankrupt Lehigh Valley, Central of New Jersey, Lehigh and Hudson River, Lehigh and New England and Reading systems.

The trustees were the first representatives of regional railroads to appear at the hearings which opened Monday morning into the U.S. Department of Transportation railroad reorganization report.

Support had been expected for the Mid-Atlantic Railroad proposal which previously had been submitted to DOT and the ICC.

Mid-Atlantic could be an alternative to the proposed for-profit Consolidated Rail Corporation which may be the end result of the Regional Rail Reorganization Act of 1973, or both could be formed to provide competitive systems.

Haldeman said the act raises a number of possibilities for the Lehigh Valley since the act provides for an orderly restructuring of the northeast railroads.

"Unfortunately, recent events may place this goal for an orderly restructuring in jeopardy," he said. Haldeman then told ICC administrative law judge George Morin of a reorganization court order of Feb. 20, 1974, to Lehigh Valley that the carrier must pay, on a current basis, the net settlements owed to the Penn Central Railroad.

Payment of these settlements will mean a cash drain of \$380,000 per month, Haldeman said, and the Lehigh Valley would not continue in operation past June 30.

The railroad's only recourse is to seek a federal government grant, he said, and an application has been made to DOT. Haldeman said DOT appears "reluctant" to make such a grant.

If the Lehigh Valley terminates service, the move will have a "deleterious impact" on established shipper-carrier operations, Haldeman said, especially

tion would require substantial capital funding for implementation and generation of projected economies," they said.

Another method for preserving competition, Haldeman and Nash said, is extension of solvent railroads such as the Norfolk and Western and Chessie systems, through purchase or lease of tracks now operated by bankrupt railroads.

The trustees said a hearing set for April 8 in Federal Court, Philadelphia, will be important in determining if the Lehigh Valley can be reorganized on an income basis. The recent order requiring payments to the Penn Central "further erodes the possibility of a traditional reorganization," they said.

Andrew L. (Drew) Lewis, trustee of the bankrupt Reading Railroad, called for preservation of the Reading as a "key element" in a privately owned and operated system of railroads to serve the Mid-Atlantic region. He offered support for the new company of the same name.

Lewis also rapped the DOT report, stating it failed to meet either the growing developmental needs of the Scranton/Wilkes-Barre area, or the requirements of Philadelphia's port and commuter transportation systems.

A Mid-Atlantic Railroad could compete with a federally-subsidized CRC system that takes in the Penn Central, Lewis said.

Gregory Maxwell, president of the Erie Lackawanna Railroad, urged continued reorganization of that carrier as an independent company. He too urged that competition be continued and he said the Erie Lackawanna would be willing to pick up Lehigh Valley customers in the Wilkes-Barre and Scranton areas if the LV folds.

Charles Allen, president of the small Lehigh and New England Railroad, cited that line's role in serving a growing industrial area in the Lehigh Valley. He said the LNE's disposition will depend on what happens to the Central Railroad of New Jersey which holds LNE stock. The CNJ is bankrupt while the LNE is not, he said.

Further support of a Mid-Atlantic Railroad came from William G. Moore, president of the 85-mile Lehigh and Hudson River Railroad located in New York State. This is the smallest of the bankrupt northeastern railroads.

Threats posed by the DOT report to the solvent Delaware and Hudson Railway were out-



AT RAILROAD HEARING — Gov. Milton Shapp, left, discusses crisis with Congressman Daniel J. Flood, center, and Joseph M. M. prior to the Interstate Commerce Commission hearings at Avoca.

All three men offered testimony in the early hours of the hearing take testimony day and night all week.

Those testifying expressed strong opposition to U. S. Department proposals to eliminate so-called "excess" trackage in this area.

Loss of Railroads Will Prevent Tapping of

Elimination of main and connecting railroad lines in Northeastern Pennsylvania would prevent tapping of large coal reserves to meet the nation's pressing energy needs, the Interstate Commerce Commission was told Monday.

Anthracite industry officials and a mining engineer testifying Monday at an ICC hearing at the U. S. Naval Reserve Training Center, Avoca, all urged retention of railroad lines.

Roger J. Howell, Taylor, former federal and state mining official and now a consulting engineer, said it is generally accepted that 364 million tons of anthracite are recoverable in the anthracite fields.

In addition to coal underground, Howell said 863 refuse banks in the region contain 910 million tons of material rejected in the processing of various sizes of coal. New techniques permit use of some of this material, he said.

Howell said he is a member of the General Technical Advisory Committee of the Office of Coal Research. He said he proposed at an OCR meeting in January that a program of research and development to assist in recovery of coal in the refuse banks be undertaken and

the matter will be taken up at the next OCR meeting, which has not been scheduled.

Branch railroad lines are necessary to move this coal material to the nearest available preparation plants, he said.

"It is expected that anthracite mining will be accelerated to the extent that the tonnage of anthracite shipped to market over track systems connecting this region will, in the next decade, be near 10 times present production or reach 60 million tons annually," Howell said, with continued increases as conversion to coal is set in motion through research and development.

Howell said elimination of rail lines would "jerk the rug" out from under plans to use coal to meet energy needs and make the United States self sufficient.

James Tedesco, president of Pagnotti Coal Company, said adequate railroad facilities are "indispensable to the continuation and expansion of our mining operations."

He listed these "basic elements" of the industry:

1) There is an estimated 16,000,000,000 tons of Anthracite reserves, of which 8,000,000,000 tons is considered recoverable.

2) Anthracite is a low sulphur fuel, containing less than 7 per-

cent sulphur, carbon proximate These increased into thracite, stated en-

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Fuels Policy results in greater utilization of coal, the essential railroad would not be discontinued anthracite coal-bearing areas in Northeastern Pennsylvania. Zink, vice president of the Ashland Coal Corporation, said DOT's plan would mean closing of all Blue production facilities in Luzerne County and adversely affect associated producers in Luzerne County.

This area began one of the outstanding responses to the railroad reorganization with the groundwork furnished by the Railroad Task Force for Northeast Region headed by former Pennsylvania Gov. William Scranton and Economic Development Council of Northeastern Pennsylvania with Atty. Ernest D. Preate, recently named president.

They were joined Monday at an all-day session extending almost to midnight by federal and state officials, mining and union leaders with sessions set to resume today and expected to continue through the week.

ICC officials admitted they were surprised at the turnout and based their decision to extend the hearings on the overwhelming response by the public and officials.

The hearings had a bit of splendor and gave testimony of being greatly organized. Interstate Commerce Commission Judge George Morin added dignity to the proceedings from an elevated stage facing witnesses who paraded constantly and who were "sworn in" by the commissioner.

More than 200 witnesses, ranging from dairy farmers to manufacturers, as well as many other industries relying on rail transportation will testify in the week-long hearings. Shippers will take the stand this morning.

The interest in railroads indicated by the turnout was matched by an obvious solid block of opposition to the DOT transportation report.

Scranton inaugurated the matinee hearing, echoing opposition at times and leading off in other instances, particularly in praising the assets of the upstate Pennsylvania region "which would be cut off at the knees" in the DOT plan to reduce trackage and services by railroads.

He noted the region "is famous for its community financed industrial development programs. Not the least of this industrial development is defense oriented and vital to the interests of the United States.

He recalled that more recently the area has become a distribution center, not only serving itself internally but the entire East coast.

He pointed to the energy crisis, the fuel shortage and called attention to the production and distribution of low sulphur anthracite coal as "a very substantial area enterprise," recalling that coal was the historical impetus for the establishment of the railroad system in this area.

"From our data, compiled so far, there are 586 major users of the railroad system, employing 112,000 persons with a payroll of \$562 million dependent on that system. These users have informed us and have submitted evidence that without rail service continuation of their business is in jeopardy for all and impossible for most," Scranton added.

He told the Interstate Commerce Commission of the tremendous governmental investment in the area, primarily

Atty. Preate observed the Economic Development Council believes the DOT report "would have serious and grave impact on the future economic and physical development of Northeastern Pennsylvania.

He projected that the consequences of the DOT recommendations "would be serious enough to represent a disaster of the magnitude, if not greater than that which Tropical Storm Agnes brought upon the region."

Atty Preate, like other witnesses, hammered away at the inadequacies of the report, noting the DOT plan does not create a financially self sustaining rail system in the region, since it does not take into consideration factors which Congress intended to in any final plan.

His testimony also stated that the report is full of "serious errors, incomplete data, inaccurate information, and unsupportive recommendations."

In addition to using 1972 data and metropolitan area designa-

Besides the Penn Central Erie-Lackawanna and Boston & Maine the other ailing roads are Reading, Lehigh Valley and Central of New Jersey.

All are presently involving in reorganization proceedings in federal bankruptcy courts, and all have sought—mostly unsuccessfully—to reduce some trackage which they considered unprofitable because of little use.

Charles dePolo, education director, Wyoming Valley Trades Council, the first of the labor leaders to testify, also noted "if the rail service that runs through an area is curtailed or abandoned, the turning point will have the effect of destroying or critically hurting the economic base of the region."

Testifying Monday night were William Cockerill, International Association of Machinists and Aerospace Workers; Philip F. Brady, Labor Liaison group, Task Force for Northeast Region; Helen G. Milberger, vice president, Pennsylvania AFL-CIO. All stressing the need for the continuance and improvements of area railroads.

Taking part in the night session were a number of rail, road labor leaders, all echoing the same sentiments, that DOT's recommendations will bring havoc, to the social and economic growth of the Northeast.

Donald Regan, Lehigh Valley Railroad, expressed the thoughts the development of the nation's atomic reactors will be curtailed if the proposed abandonment of the service in the Mountaintop area takes effect. He said the Foster Wheeler plant in the Crestwood Industrial Park, relies heavily on rail service to move the atomic parts it produces. He said the nature of atomic materials alone should be moved by rails, which he said "provide the safest transport."

All of the labor leaders suggested the recommendations submitted by DOT are misrepresented because of the use of 1972 as the base year. They testified task force surveys have indicated the destruction Hurricane Agnes lowered onto the railroads. They showed the fact the Erie Lackawanna was solvent until Agnes damaged its cars and tracks so much it was impossible to keep in operations and the EL was forced into bankruptcy.

The labor leaders also suggested DOT recognized the need for additional rail service because of the added dimension the energy crisis. Most testified the emergence of coal will once again prove to the nation it needs a revitalized rail system.

June 30.

The railroad's only recourse is to seek a federal government grant, he said, and an application has been made to DOT. Haldeman said DOT appears "reluctant" to make such a grant.

If the Lehigh Valley terminates service, the move will have a "deleterious impact" on established shipper-carrier operations, Haldeman said, especially on the 700 locally served shippers on the Lehigh Valley system.

All shipper and carrier decisions will be made in an atmosphere of crisis, he said, and decisions of regulatory and planning agencies will be "less than optimal and most likely run counter to the long run goals of the northeast."

Haldeman and Nash said they feel the Lehigh Valley must remain in operation "if the integrity of the northeast rail restructuring is to be maintained."

Referring to the DOT report, Haldeman echoed the complaints of government officials. He said outdated factors were used, such as 1972 traffic densities which do not show the growth of 1973 when piggyback loadings, for example, increased by 125 percent.

Many points in the DOT report are unclear, the trustee said, such as the impact on shippers who use the Lehigh Valley as an "overhead carrier" between major industrial points.

Haldeman and Nash said they believe "healthy competition" is necessary for economic growth and the well-being of the rail industry.

The trustees suggest formation of the Mid-Atlantic Railroad Company and the subsequent coordination of facilities in the New Jersey area. Mid-Atlantic can earn net income, can provide essential rail service and have only a minimal impact of employees, they said.

"However, the new corpora-

CNJ is bankrupt while the LNE is not, he said.

Further support of a Mid-Atlantic Railroad came from William G. Moore, president of the 85-mile Lehigh and Hudson River Railroad located in New York State. This is the smallest of the bankrupt northeastern railroads.

Threats posed by the DOT report to the solvent Delaware and Hudson Railway were outlined by Thomas E. O'Brien, vice president-sales and industrial development.

O'Brien said the report showed an obvious preference for Penn Central routes through the "slavish application of an almost doctrinaire numerical approach to transportation planning."

The designation of key lines was accomplished by testing the existing route structure against certain arbitrary considerations of density and distance criteria, O'Brien said, while "short shrift" was given the factors of consumer preference, considerations of traffic congestion, operating efficiency, the actual financial results of present operations and environmental impacts.

The Delaware and Hudson feels DOT's report is deficient in a number of its assumptions and fundamental concept, O'Brien said.

"We agree that the railroad trees in this region of Northeastern Pennsylvania might stand a measured pruning but we submit the trunks themselves should not be so cavalierly sawed off at the base," he said.

If D&H's established pattern of routes and connections is disrupted, he said, "our long history of solvency will be ended." O'Brien, under questioning by ICC officials Richard Master, outlined DOT's proposals to eliminate key interchanges with the Lehigh Valley and Canadian railroads.

O'Brien joined the other officials in calling for competition.

jected in the past. New techniques permit use of some of this material, he said.

Howell said he is a member of the General Technical Advisory Committee of the Office of Coal Research. He said he proposed at an OCR meeting in January that a program of research and development to assist in recovery of coal in the refuse banks be undertaken and

Pagnott Coal Company, adequate railroad facilities are "indispensable to the continuation and expansion of our mining operations."

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lines should to any ant properties Pennsylvania Charles 2 of Blue Co ley, said I mean the Coal produc zerne Count fect all asso Lackawanna

Secretary Blames ICC For Rail Ills

Pennsylvania's outspoken secretary of agriculture, James A. McHale, showed no quarter Monday in placing the blame for Pennsylvania's railroad ills.

McHale lashed out at the Interstate Commerce Commission, which was conducting hearings at the Naval Training Center, Avoca; the U.S. Department of Transportation and the Penn Central Railroad.

The secretary said he opposes abandonment of 1,450 miles of track in Pennsylvania because this would be a "disastrous impact" on the state's agricultural economy.

McHale said a survey by his department found that shipping costs would go up 10 to 20 percent if shippers were forced to switch from railroads to trucks.

"This percentage increase would have a snowball effect on the ultimate costs of food and finished products," he said. He urged the ICC not to toss off this percentage as something that can be accepted as normal inflation.

On the matter of the Penn Central bankruptcy, McHale said, the bankruptcy "stemmed from corruption, not a lack of business."

The federal government should have stopped "these train robber barons," he said, as they diverted railroad profits into other enterprises.

The government should and must have the capability of rebuilding the nation's railroad system, he said, and not continuing the deterioration the railroads went through in private hands.

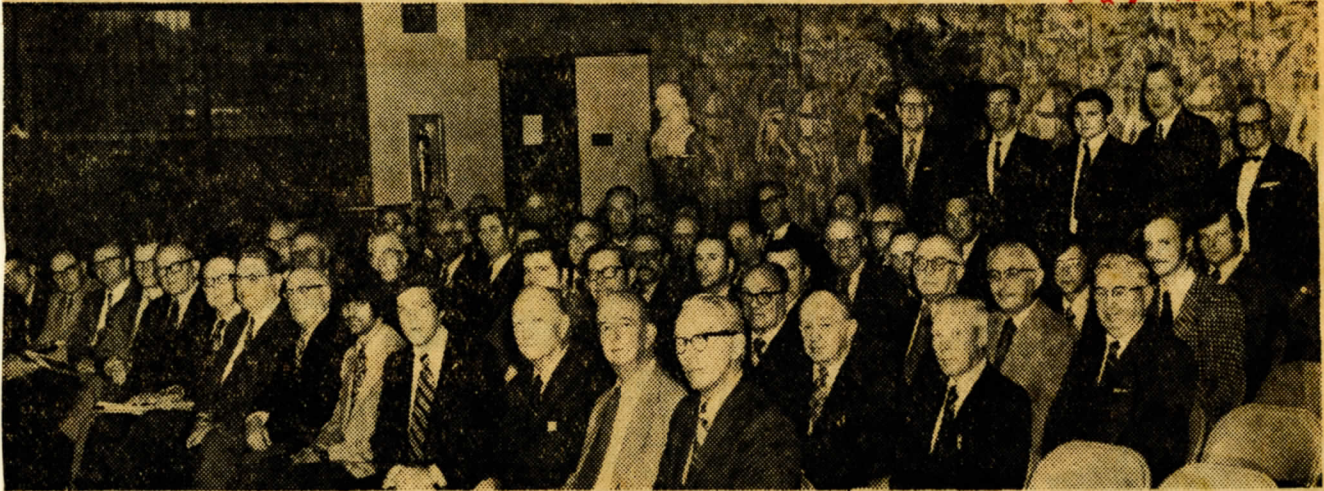
"The Interstate Commerce Commission, unfortunately, has a sorry record of silently co-operating in the demise of our railroads," McHale said, citing the example of a Penn Central abandonment in Bradford County which was assisted when the ICC postponed hearings.

"And now I notice the line is one of many proposed for curtailment of service," he said. McHale charged that DOT "is just finishing the job begun by the Penn Central."

The agriculture secretary called for improvement of rail lines rather than their abandonment. If this is not done, he said, the government must be called to account for the food shortage that will follow the fuel shortage.

Wilkes Hosts Real Estate Assessing Seminar

4-28-73 S.I.

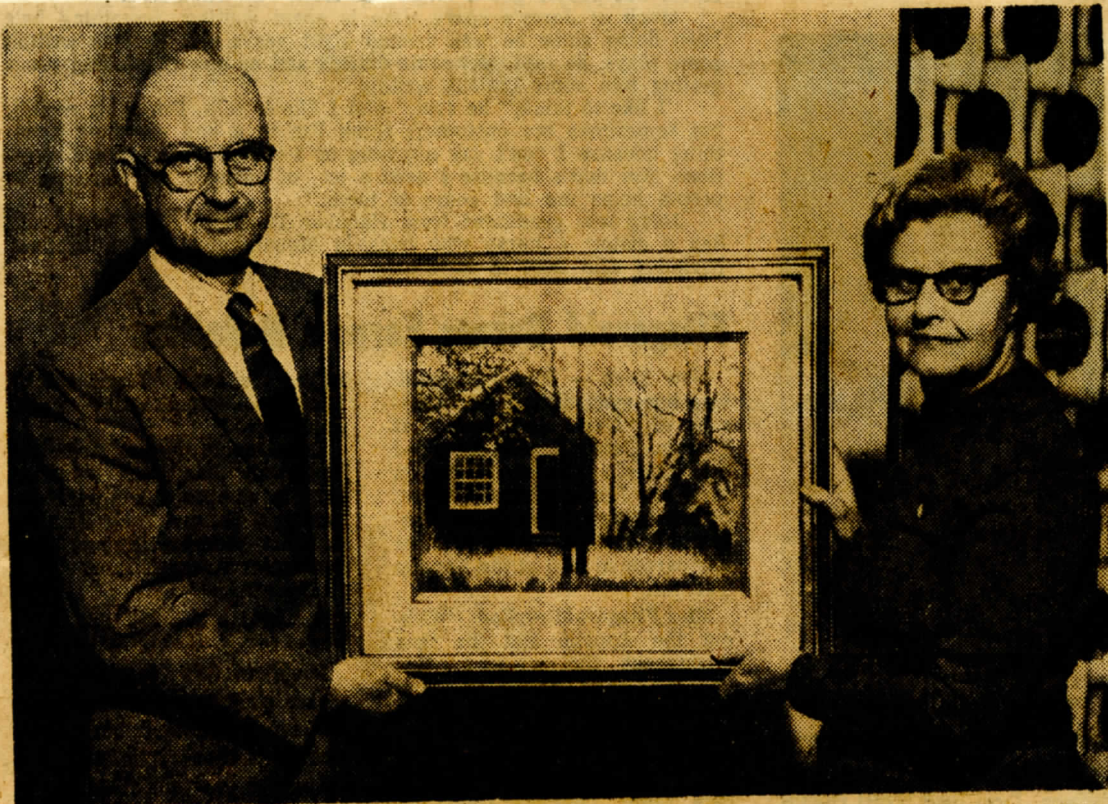


Wilkes Colleges Center for the Performing Arts was the setting Thursday and Friday for a seminar on the "Introduction to the Fundamentals of Assessing and Appraising Real Estate."

Close to 60 assessors from 10 Northeastern Pennsylvania counties participated in the two-day conclave. The group is pictured in session.

Thomas P. Garrity, director of the Luzerne County Assessors Office, coordinated the program, which was sponsored by the Assessor Association of Pennsylvania and approved under the Title VIII grant of the Pennsylvania Department of Community Affairs.

April 28, 1973
S. I.



(Ace Hoffman Photo)

MRS. REIF'S PAINTING IN SHOW — Dr. Charles B. Reif, treasurer, Wyoming Valley Art League, helps his wife, Caroline, hang her picture in Members' Exhibition presently on view in quarters of the First National Bank of Eastern Pennsylvania. This is one time when Dr. Reiff, who generally has a painting in this show, is not represented.

Wilcox Says Fuels Rules 'Complicated'

Places to call regarding questions on fuels were outlined by William Wilcox, state fuels allocations officer and secretary of Department of Community Affairs, at a public meeting Monday night at Pennsylvania State University's Worthington Scranton campus, Dunmore. Approximately 300 persons were in attendance.

Wilcox emphasized the Commonwealth in the Federal Allocation Program is working with a "complicated set" of Federal regulations, undergoing interpretation and revision in a complex marketing situation with an absence of basic statistical data.

"On this shaky and uncertain base he explained, "we are trying hard to establish an administrative and organizational mechanism to assist the people of Pennsylvania.

"Frankly, I doubt that any government has faced a more difficult problem of this particular type since the hectic days at the beginning of World War II."

Wilcox also said the state is limited to recommending fuel allocations for "exceptional hardship assistance" on a month-to-month basis.

State may not recommend oil transfers either between major oil companies or from major oil companies to the end user. State is permitted by Federal

CD Will Train Shelter Managers

A shelter manager's course will be initiated on Tuesday, it was announced by Gen. Frank Townsend, County Civil Defense director.

During the June flood, trained shelter managers were in short supply. The purpose of the course is to train interested individuals in management of a shelter during a disaster period. Civil Defense planning is di-

rected toward the use of schools and churches as mass care centers. Trained personnel are needed to organize and conduct operations when a shelter is activated to receive the evacuees.

General Townsend stated that "the most logical groups that should take shelter manager training are church organizations. Especially those who normally prepare dinners for church functions." He further urged that school organizations such as PTAs, take this training.

Albert Edwards, a staff assistant for the County Civil Defense, will conduct the training. The course will be held on Tuesday evenings, one night a week, for a period of four weeks.

The sessions will be held at the Luzerne County Civil Defense Control Center, sub-basement of the Luzerne County Court House.

Subjects to be covered during the course are, managing a shelter, plans and preparations in establishing a shelter, feeding, housing, clothing and registrations of evacuees. Care of the aged, infants and sick or injured.

The public is invited to attend the course. There is no charge for the course or instructional material that will be issued.

Oct. 7, 1973
S.I.

THURSDAY, OCTOBER 25, 1973

Government Study Commissions Invited to Conference Nov. 17

Pennsylvania's Department of Community Affairs will sponsor a conference and workshop for members of the Government Study Commission in Northeastern Pennsylvania Nov. 17 at King's College, according to an announcement by Edwin A. Sites, regional director.

Invitations were distributed Wednesday to members of the Wilkes-Barre Charter Study Commission in session at the City Hall by Leo McGowan of the

Community Affairs staff.

McGowan explained the state unit is working with 10 study commissions in the Northeastern Pennsylvania area. He noted the Department of Community Affairs is assisting charter study commissions in counties, cities, boroughs and townships.

The session at King's College will deal with the problems of cities, boroughs, and townships.

Another session is planned for the county study commissions

Dec. 1 at Philadelphia.

A steering committee, representing borough, city and township commissions has been formed to work with us in developing a program. Committee members are John Hibbard, Kingston Township; Vincent Laporte, Freeland, Timothy Scully, Scranton and John McGlynn, Wilkes-Barre. This group will meet Friday at King's College.

McGowan observed the session will afford a good opportunity to discuss problems and procedures with commission members from other communities, as well as benefiting from the views and opinions of experts in the field.

Oct. 25, 1973
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Dec. 11, 1973
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Grandinetti 2nd Wilkes Gr

3rd Honors For Tackle

Wilkes College's Jeff Grandinetti reached the zenith of his collegiate athletic career yesterday by being named to the American Football Coaches Association "Kodak All-American" football team.

The 6-3, 230-pound senior defensive tackle is the first Wilkes griddler to achieve All-American status since Joe Wiendl was selected to the 1967 and 1968 Kodak second team.

Grandinetti is only the second player in Colonel history to be mentioned on the first team. Last Wilkesman to turn the trick was the late Joe Gallagher in 1948.

Blue and Gold second-team players were Jim Brunza (1961) and Wiendl (1967, 68) while Russ Picton (1952), George Elias (1952), Paul Gronka (1953), Bill Farish (1956), Ron Rescigno (1956, 57), Al Yatko (1966), Bill Layden (1967, 68), Joe Skvarla (1968), Joe Zakowski (1968), Bruce Comstock (1968), and Ted Yeager (1970) have gained Honorable Mention.

Earlier this month Grandinetti was named to the All-East (ECAC) squad and on Monday was singled out on the MAC Northern Division team.

The Lakewood, N.J., star had a brilliant 1973 season, registering five fumble recoveries, touchdown on a blocked punt, and picking up still another battered down pigskin. He was a major reason for the Colonel defense claiming a new season standard of 24 pass interceptions.

Members of the 22-man College Division II squad: Defense —Mike Lumkin, 6-1, 190-pound sr. (E) University of the South; Robert Morriss, 6-0, 195-pound



(Photo by Ace Hoffman)

CONGRATULATIONS FROM WILKES OFFICIALS—Wilkes College campus was bubbling with excitement yesterday over the selection of senior defensive tackle Jeff Grandinetti to the Coaches All-American Team. Shown congratulating the lineman are left to right, Colonel Athletic Director John Reese, Grandinetti, and Wilkes President Francis J. Micheline.

Dec. 12, 1973
TLEK

Shapp's Tax Rebate Proposal Is Rejected

Harrisburg (P) — Majority House Republicans rejected the Shapp administration's tax rebate proposal Wednesday, restating their commitment to permanent rather than one-shot tax reductions.

By a 100-80 vote along straight party lines, Republican prevailed in refusing to accept the rebate system proposed by the governor and passed by the Democrat-controlled Senate last week.

The measure would have provided tax refunds of 10 per cent

on personal income taxes and 5 per cent rebates on each of nine business taxes. The \$155 million package would have applied only to taxes paid for calendar 1973.

Rather than accept the administration's proposal for rebates from 1973 taxes, the Republicans say, they would opt for no tax relief at all, putting unneeded state revenue into a special fund for possible use if fuel shortages push the economy into a tailspin.

Dec. 13, 1973
TLEK

Wilkes College's Jeff Grandinetti reached the zenith of his collegiate athletic career yesterday by being named to the American Football Coaches Association "Kodak All-American" football team.

The 6-3, 230-pound senior defensive tackle is the first Wilkes gridder to achieve All-American status since Joe Wiendl was selected to the 1967 and 1968 Kodak second team.

Grandinetti is only the second player in Colonel history to be mentioned on the first team. Last Wilkesman to turn the trick was the late Joe Gallagher in 1948.

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Members of the 22-man College Division II squad: Defense —Mike Lumkin, 6-1, 190-pound sr. (E) University of the South; Robert Morris, 6-0, 195-pound sr. (E) Georgetown; William Chandler, 6-4, 240-pound jr. (T) Northwood; Edward Taylor, 6-3, 225-pound sr. (T) Lane; Jeff Grandinetti, 6-3, 230-pound sr. (T) Wilkes; Michael Reams, 5-10, 190-pound sr. (LB) Millsaps; Richard Grissom, 6-2, 230-pound sr. (LB) Gardner-Webb; Richard Pontius, 6-0, 175-pound sr. (DB) Westminster; Darryl Crawford, 6-1, 175-pound sr. (DB) Colorado College; Scotty Hamilton, 5-9, 170-pound sr. (DB) Glenville St.; and Charles Waite, 6-2, 170-pound sr. (DB) S. Dakota Tech.

Offensive choices were Stu Watkins (E) Washington University (St. Louis); John Strada (E) William Jewell; Steve Dronowski (G) Wittenberg; Earl McMahon (G) Maryville; James Person (T) Montana Tech; Robert Martin (T) Augustana; Robert Heller (C) Wesleyan; Bob Dulich (QB) U. of San Diego; Bill Johnson (RB) Widener; David Wehmeyer (RB) Texas Lutheran; Fred Scott (FL) Amherst.



(Photo by Ace Hoffman)

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Dec. 12, 1973
TLEN

Police Radio Covers 87 P. C. of Population

The operations center for Luzerne County's police radio network, which opened its signal channels three years ago in the sub-basement of the Courthouse, was toured by the industrial visitation committee, Greater Wilkes-Barre Chamber of Commerce.

The local chamber, through its public services committee, began working for creation of the countywide system in 1965, with the support of the Institute of Regional Affairs and Luzerne County Civil Defense, and the net handled its first radio traffic in November 1970.

During its briefing prior to a tour of the control center, the chamber unit was told by communications chief Robert Pissott and Civil Defense Director Nicholas Souchik that the communications center now has direct contact with 48 of the county's 74 political subdivisions, representing 65 percent of the municipalities and providing increased police protection to more than 87 percent of the County's population.

Pointing up the dramatic increase in the use of the system during its short history, Pissott told the chamber delegation more than 1,200 general alarm calls were handled by the center in 1973, with only 450 such calls recorded during the first full year of operation. These calls include armed robbery, automobile theft, larceny, homicide and missing persons.

Complaint calls totaled 3,500 during the period as compared to 2,200 three years ago, Pissott noted. These calls involve such things as domestic disturbances, burglary attempts and animal distress. Also listed under this category were fire and ambulance calls.

The third major category, vehicle registration bulletins, covers license plate identification to determine motor vehicle own-

The Chamber delegation viewed the Uniscope system which is tied in with 300 terminals in Pennsylvania, including local police units, other communications networks similar to Luzerne County's and the State Police. The group was informed the local control center is also linked with the State Police computer in Hershey, expanding its communications capability to 48 states as well as the FBI's National Crime Information Center in Washington.

Nicholas Souchik, executive director of Luzerne County Civil Defense with overall responsibility for the functioning of the police radio net, stated proposals are being developed to tie in ambulance and fire units with the communications center on separate frequencies during 1974.

Souchik credited development of the radio net to efforts of Greater Wilkes-Barre Chamber of Commerce, Institute of Regional Affairs and Luzerne County Civil Defense, adding that financial support of Luzerne County Commissioners and the Governor's Justice Commission was a vital factor in making the system a reality.



(Photo by Ace Hoffman)

OBSERVE RADIO NETWORK—Representatives of the industrial visitation committee, Greater Wilkes-Barre Chamber of Commerce, look on as Radio Operator James Siracuse handles a routine motor vehicle registration check during their tour of the communications center, Luzerne County police radio network.

Standing from left are Nicholas Souchik, executive director, Luzerne County Civil Defense; Samuel Bannan, chairman of the Chamber's visitation unit; Robert Pissott, communications officer; and David Coyle, a member of the Chamber delegation.

Functioning with only 22 radio components during its first year of operation, including fixed base stations, mobile units and portable radios, the greatly expanded network now operates with 260 integrated pieces of radio equipment.

Dec. 11, 1973
T.L.E.N.

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The third major category, vehicle registration bulletins, covers license plate identification to determine motor vehicle ownership for law enforcement agencies. This category jumped from 500 calls during the first year of operation to some 14,000 calls in 1973.

Responsible for manning the system around-the-clock are John Blanda, chief dispatcher and radio operators Charlton Kase, Theodore Fetchner, Joseph Walters, John Zegarski, James Ruth and James Syracuse.

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Dec. 11, 1973
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6 Communities Get State Grants Totaling More Than \$18,800,000

The State Department of Community Affairs presented seven urban renewal grants worth more than \$18,800,000 to six communities Thursday afternoon.

One of the grants, totaling \$733,332, was for the controversial Lower Broadway urban renewal project in Nanticoke. Residents of that neighborhood have gone to court to stop the project.

The grant of \$14,280,638 to Kingston Borough was the largest ever made by the state.

William H. Wilcox, Secretary of Community Affairs, made the presentation of the grant contracts in the DCA flood recovery team office at 361 Wyoming Ave., Kingston.

Nanticoke Redevelopment Authority administers the project in that city, while the Luzerne County Redevelopment Authority handles the others.

Grants announced were: Kingston Borough, \$14,280,638; Edwardsville Borough, \$1,738,234; Plymouth Township, two projects, \$1,115,834 and \$237,329; Wyoming Borough, \$707,800; Luzerne Borough \$73,305, and Nanticoke City, \$733,332.

In all cases, additional funding is coming from the U. S. Department of Housing and Urban Development.

Sen. T. Newell Wood, on hand for the announcement, said the grants "are more proof that the citizens not just of Wyoming Valley but all of Pennsylvania are determined this state will recover from last year's tragedy." He said the awarding of the contracts is proof that government can function after a disaster.

Wilcox said \$22,000,000 was approved previously for urban renewal projects in Wilkes-Barre, and more grant announcements will be forthcoming.

Grants for two communities are being held up by a dispute over use of Abrahams Creek for surface runoff, Wilcox said. This problem, involving Swoyersville and Forty Fort Boroughs, has been given "high priority" by DCA, he said.

"We will meet next week with officials of the Department of Environmental Resources and the two boroughs. We intend to resolve this problem and get the grants approved," Wilcox said. He said HUD will be asked to send representation to the session.

Rep. Fred Shupnik said Thursday he is arranging the meeting with the officials of the Swoyersville and Forty Fort communities, Secretary of Community Affairs Wilcox and Environmental Resources engineers in an attempt to resolve the situation of Abrahams Creek which is holding back the grants.

Shupnik also stressed the importance of the Abraham Creek project in the scheme of improving flood protection.

Regarding the Lower Broadway situation at Nanticoke, Wilcox said there have been no protests from the city or its redevelopment authority regard-

There have been protests from residents, Wilcox said, and he applauds them for turning to the courts since that is where the objections should be resolved.

The State has held to the position that where state and federal funds are available to permit clearance from areas unprotected from floods of 100-year magnitude, the project should proceed on that basis. "That is the position we have to hold in Nanticoke, and we will continue to hold to it," the secretary said.

The Lower Broadway area residents contend they should have the right to decide if they want to leave or stay. The Federal

Court has been asked to issue an injunction stopping the project and preventing the signing of any contracts such as the one announced Thursday by the state.

Judge Malcolm Muir, Lewisburg, has been assigned the case. He has not yet set a date for a hearing on the request for a preliminary injunction.

Also on hand for the Wilcox news conference were Rep. Fred J. Shupnik; Mayor Charles Bankes, Councilman Ralph Brown and Raymond Lowery, borough administrator, all of Kingston, and James Price, executive director of Luzerne County Redevelopment Authority.

Flood Home Owners Can Get Tax Rebates

Flood victims who still owned their flood damaged property as of Jan. 1, 1973, should be eligible for rebates on their 1972 property taxes, Secretary of Community Affairs William H. Wilcox said Thursday.

Wilcox said his department is giving this advice to some 150 communities who will be making the rebates with state funds.

The property tax rebates were approved by the state legislature last year, and \$12,000,000 has been set aside to make them, Wilcox said.

However, the law says that only property owners "at the time of the rebate" can actually get their tax money back. The rebates will not be made for several more weeks — raising the question of whether flood victims who recently sold their property are eligible.

Wilcox said that discussions with legislators and Justice Department officials have convinced him these flood victims are eligible.

The phrase "at the time of the rebate" will be interpreted to mean the date when each community passed a resolution to

join in the program, he said. Most communities did this last spring.

In addition, the Department is sending each community involved a letter suggesting their resolution should be made retroactive to January 1.

This will insure that flood victims who held onto their property for at least half a year after the flood will be eligible for a rebate, Wilcox said.

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First of 550 Homes To Be Demolished Friday Morning

The first of 550 flood-wrecked homes in South Wilkes-Barre slated for demolition will fall to bulldozers Friday morning.

Workmen of the Olympia Engineering Company, Tamaqua, will raze a home at 88 Marjorie Ave. The firm has a \$31,900 contract to demolish 33 residential structures in South Wilkes-Barre.

Homes being demolished under the initial contract were given priority by the Wilkes-Barre Redevelopment Authority, which is administering the \$29,518,000 South Wilkes-Barre Urban Renewal Project.

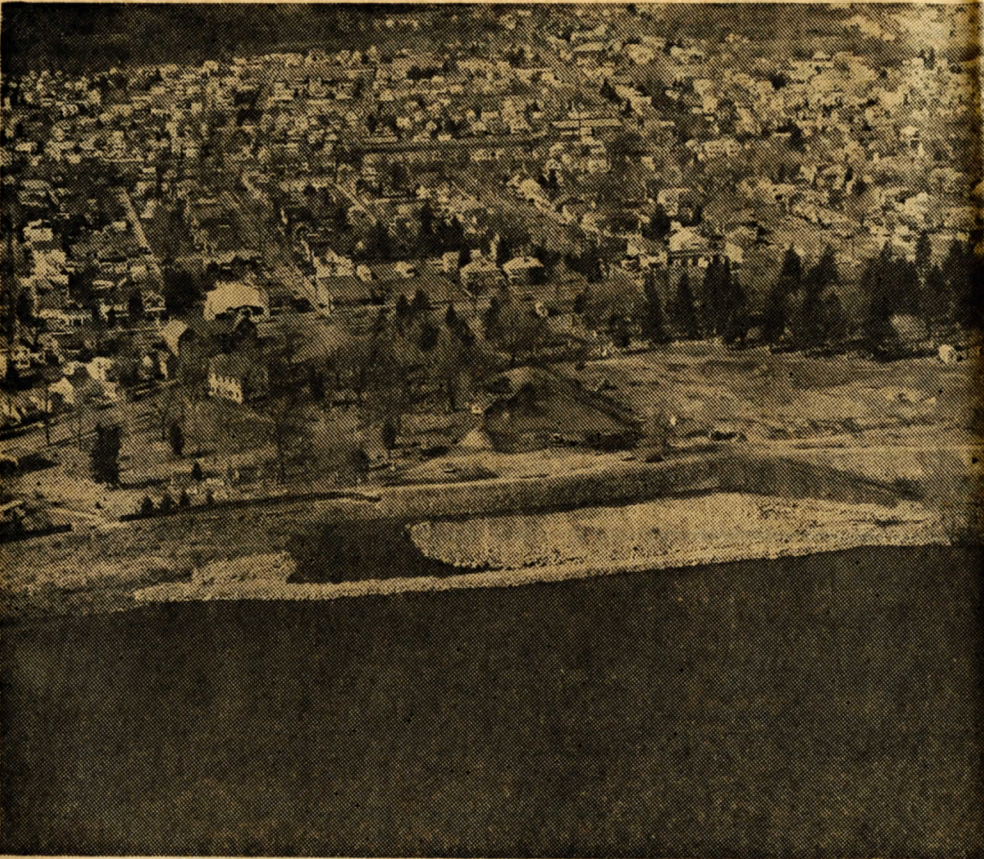
Priority status was given those homes with the worst physical damage.

Among those to be razed are some on Charles Street and others on Riverside Drive knocked off their foundations when flood waters swept into the neighborhood in June, 1972.

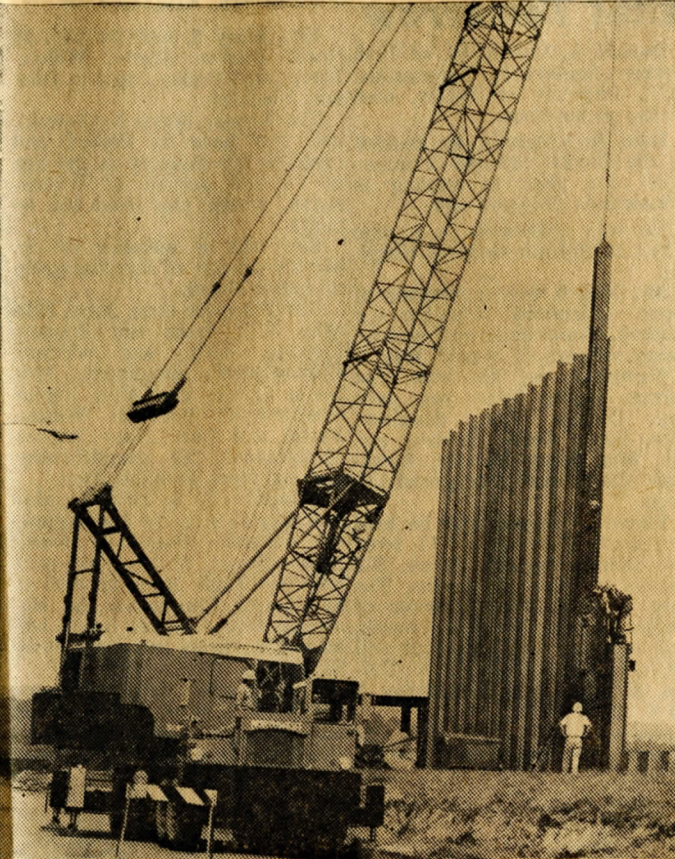
All the properties were acquired by the redevelopment authority.

The Olympia contract also calls for leveling off a lot at 126 Riverside Drive. The U. S. Office of Emergency Preparedness removed the home on the lot last fall.

Restoration of Dikes Continues Locally



Aerial photo on the left graphically depicts the restoration work at the dike near the Forty Fort Cemetery, which was also the scene of major repairs. Part of the cemetery that was washed away along with about 2,000 graves lies in the right center of the picture. Additional repair work on the dike behind the cemetery will include installation of sheet piling.



Workers from C. J. Langenfelder and Sons of Baltimore, are pictured in the photo at right as they drive the last "rack" of sheet piling before quitting for the weekend. The piling is driven 35 feet into the ground and results in a three foot addition to the height of the earthen levees.—(Ace Hoffman.)

Army Engineers to Widen River Channel in Area Of Market Street Bridge

U.S. Army Corps of Engineers yesterday disclosed that, contrary to recent talk of demolition or raising of the Market Street Bridge, that historic city landmark will likely remain as is.

A corps spokesman said plans are being formulated to widen the river channel at the bridge location. The river bed would be dredged

it was explained the corps is in the second of a three phase program, geared toward protection against a 335 year flood of the Agnes type.

Tom Lawson, a former Wilkes-Barre man, serving as chief inspector-engineer for the corps in this area, said Phase I referred to restoring the levees to pre-flood elevations. Phase II, the phase currently in progress, involves the raising the dikes with two feet of topping.

Phase III involves adding five feet to the dikes and raising the bridges.

Reviewing the corps work so

on River Street, Wilkes-Barre in vicinity of Northampton Street. Temporary protection was also provided around the Breslau Bridge abutment in Plymouth under an extension to this contract.

Bank stabilization, G. Piconti, contractor; contract amount: \$518,955.70; started Jan. 27, 1973 and completed Aug. 4, 1973. Stabilized 1,800 feet of eroded bank at Mohawk Street, Forty Fort and provided riprap protection.

Additional work done under contract to provide design protection to the first 800 feet of

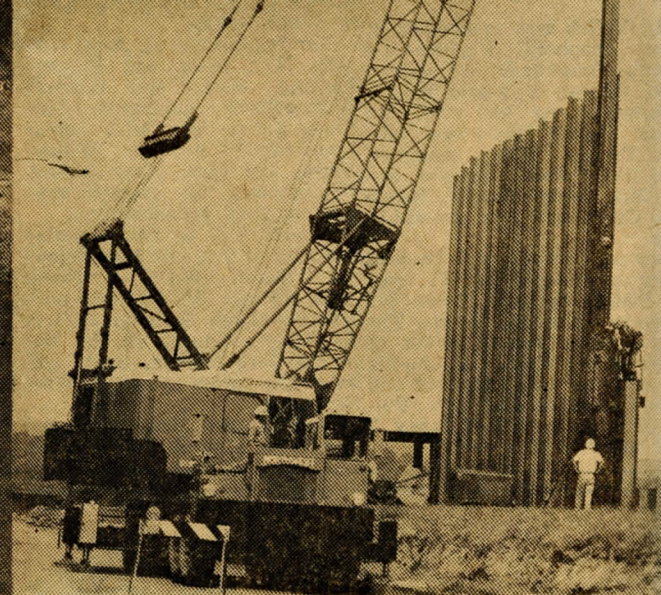
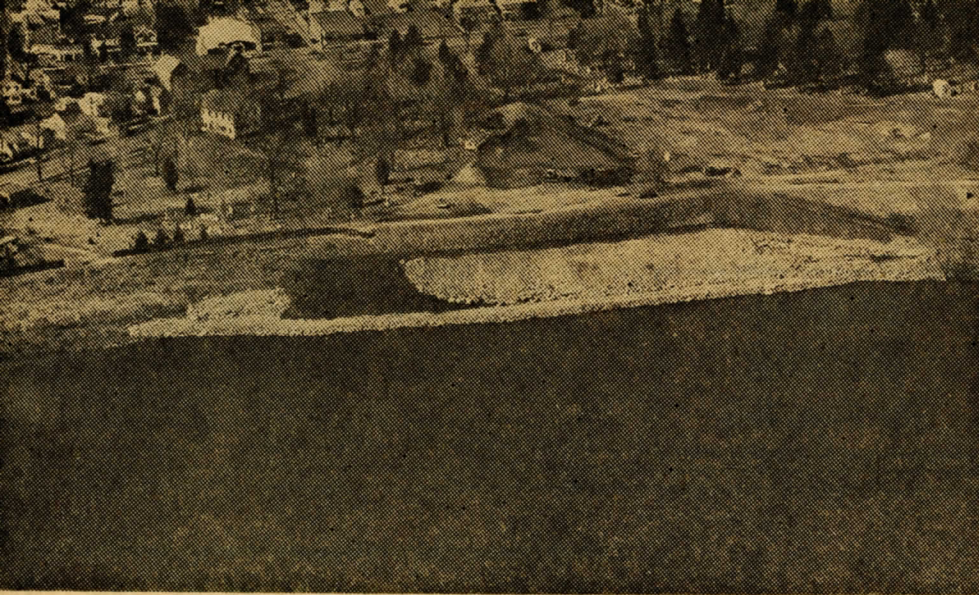
the levees about two feet with each embankment from the Carey Avenue Bridge to the Wilkes-Barre Connecting Railway Bridge from South Street to Market Street and also a small section in the Breslau area of Hanover Township. Sheet piling to be driven 35 feet into the levee between the Wilkes-Barre Connecting Railway and the Old River Road pumping station. In the near future, the section from Market Street to the Union Street pumping station will be raised with earth embankment.

As of yesterday this project was 40% complete.

the Wilkes-Barre Connecting Railway Bridge in Kingston to Woodward Pumping Station which is behind Elby's Restaurant on U.S. 11.

In this work, the levee section behind Gateway Apartments will have to be removed to build the discharge structure of the pump station. A coffer dam will be built before any construction to provide protection of full design height at all times during construction. As of yesterday, this project was 25% complete.

Swoyersville-Forty Fort contract is expected to be awarded shortly to begin work on the levee at the Forty Fort Cemetery. Piling downstream of the cemetery will be pulled and re-driven where it has subsided substantially. Also under this contract, the bank stabilization project will be transitioned into the cemetery project to provide a smoother flow pattern. The



Aerial photo on the left graphically depicts the restoration work at the dike near the Forty Fort Cemetery, which was also the scene of major repairs. Part of the cemetery that was washed away along with about 2,000 graves lies in the right center of the picture. Additional repair work on the dike behind the cemetery will include installation of sheet piling.

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A corps spokesman said:

Plans are being formulated to widen the river channel at the bridge location. The river bed would be dredged and the entire channel paved at that point. These plans are seen as a viable alternative to demolishing or raising the bridge, the spokesman said.

Raising the bridge, according to engineering sources, would involve the demolition of much prime central city real estate on West Market Street including the Sterling Hotel and home offices of most of the city's banking institutions. "I don't think it's realistic to think along these lines," said one corps official.

This information was released as a controversy continues to rage locally over a statement made Wednesday by Col Robert McCarry, a Baltimore District Engineer for the corps, projected that a \$62.1 million dike and bridge improvement project to guard against future flooding would require a 50% local effort, or \$31,000,000.

Edmund C. Wideman, chairman of the Luzerne County Commissioners, lashed out at the corps on Friday, calling the statement a "new twist." He said local officials were under the impression that the project would be split 75-25 with the federal government assuming the bulk. He added the state was supposed to pick up half the remaining 25%, leaving governments to pay \$7.5 million.

A check of the records shows that on January 9, 1973, corps officials met with local and county officials at the Court House and said then that the local effort would be \$32.9 million or 50%.

At that meeting, Wideman

was quoted as saying, "The people in this valley want protection against another Agnes and the Army and everyone else should plan for it. The people cannot and will not accept anything less."

Spokesman for the corps told this newspaper the \$62 million plan involves raising the dike an additional five feet and hiking the bridges accordingly. Failure to raise the bridges could result in the local spans turning into dams at times of high water, thus being responsible for much flooding.

The Corps was quick to add that local governments can decide not to raise the bridges and satisfy themselves with only dike improvements. This decision would reduce the local effort from million to roughly \$2 million.

However, such a decision could negate the good which might come from raising the level of the dikes five feet. It was also stressed that raising the dikes five feet without also raising the height of the bridges could mean local governments would be forced to assume the entire cost of replacing these bridges if they were washed away by high water, such as the North Street Bridge was in June, 1972.

The corps spokesman said this could happen if the spans were destroyed without flooding occurring in nearby communities. Such a situation might prompt the federal government to refuse declaring the region a disaster area, forcing local governments to bear the costs of replacing the spans.

Recapping its work to date, a

it was explained the corps is in the second of a three phase program, geared toward protection against a 335 year flood of the Agnes type.

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Phase III involves adding five feet to the dikes and raising the bridges.

Reviewing the corps work so far, Lawson listed the following achievements:

Levee stabilization, John Connolly, contractor; \$224,692 contract, started Jan. 23, 1973, completed April 10, 1973; provided protection for a length of 800 feet in the vicinity of the Forty Fort Cemetery. Sub drains provided to carry sub surface water to Abraham's Creek. Woodward Pumping Station in Kingston was dredged and the Wyoming Avenue drainage structure catwalk in Wyoming was repaired. Miscellaneous erosion repairs in Plymouth, Kingston, Edwardsville, Forty Fort and Swoyersville were done by extending the contract.

Repairs to the Erie-Lackawanna Flood Barrier, Gasparini Excavating Company, contract amount, \$38,800; started Feb. 3, 1973 and completed April 3, 1973. Storage house for the flood barrier was rebuilt. Also, channels in the abutment were repaired and painted.

Levee Subsidence repairs, Addy Asphalt contractor; contract amount, \$251,310. Raised approximately 7,800 linear feet of levee to restore design elevation lost by settlement due to mine subsidence. Areas include Hanover, from Carey Avenue to the Breslau Bridge; Kingston from Market Street 500 feet upstream to the Pierce Street Bridge; area upstream of the Forty Fort Cemetery, also the levee around the Loveland Pumping Station in Edwardsville was repaired to cut off a seepage problem.

Riprap was also placed on

on River Street, Wilkes-Barre in vicinity of Northampton Street. Temporary protection was also provided around the Breslau Bridge abutment in Plymouth under an extension to this contract.

Bank stabilization, G. Piconti, contractor; contract amount: \$518,955.70; started Jan. 27, 1973 and completed Aug. 4, 1973. Stabilized 1,800 feet of eroded bank at Mohawk Street, Forty Fort and provided riprap protection.

Additional work done under contract to provide design protection to the first 800 feet of the project.

Projects currently under way with a completion date set for about mid-October include levee subsidence repairs in Wilkes-Barre and Hanover Township, C. J. Langenfelder, contractor; contract amount: \$812,414.50.

This project includes raising

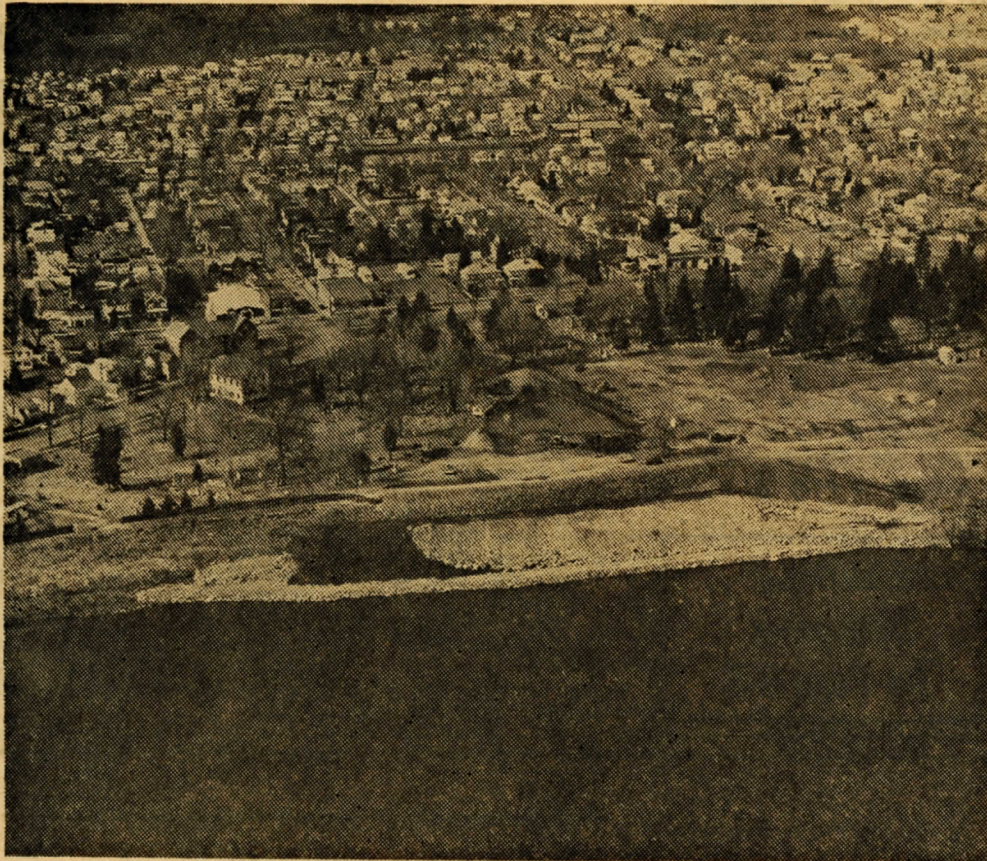
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As of yesterday this project was 40% complete.

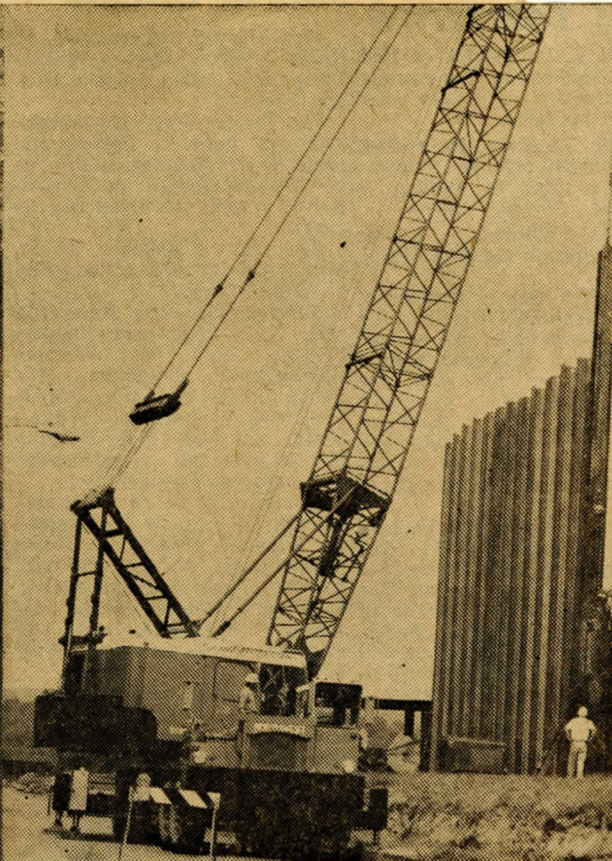
Raising Levee

In Kingston-Edwardsville, Addy Asphalt has a contract for \$407,127.50 for raising levee with earth embankment approximately two feet Rutter Avenue in Kingston point 500 feet downstream to the Pierce Street Bridge.

Restoration of Dikes Continues Locally



Aerial photo on the left graphically depicts the restoration work at the dike near the Forty Fort Cemetery, which was also the scene of major repairs. Part of the cemetery that was washed away along with about 2,000 graves lies in the right center of the picture. Additional repair work on the dike behind the cemetery will include installation of sheet piling.



Workers from C. J. Langenfelder and Sons of Baltimore, are pictured in the photo at right as they drive the last "rack" of sheet piling before the weekend. The piling is driven 35 feet into the ground and in a three foot addition to the height of the earthen levees.—(Ace Ho)

Army Engineers to Widen River Channel in Area Of Market Street Bridge

U.S. Army Corps of Engineers yesterday disclosed that, contrary to recent talk of demolition or raising of the Market Street Bridge, that historic city landmark will likely remain as is.

A corps spokesman said plans are being formulated to widen the river channel at the bridge location. The river bed would be dredged and the entire channel paved at that point. These plans are seen as a viable alternative to demolishing or raising the bridge, the spokesman said.

Raising the bridge, according to engineering sources, would involve the demolition of much prime central city real estate on West Market Street including the Sterling Hotel and home offices of most of the city's banking institutions. "I don't think it's realistic to think along these lines," said one corps official.

This information was released as a controversy continues to rage locally over a statement made Wednesday by Col Robert McCarry, a Baltimore District Engineer for the corp., projected that a \$62.1 million dike and bridge improvement project to guard against future flooding would require a 50% local effort, or \$31,000,000.

Edmund C. Wideman, chairman of the Luzerne County

was quoted as saying, "The people in this valley want protection against another Agnes and the Army and everyone else should plan for it. The people cannot and will not accept anything less."

Spokesman for the corps told this newspaper the \$62 million plan involves raising the dike an additional five feet and hiking the bridges accordingly. Failure to raise the bridges could result in the local spans turning into dams at times of high water, thus being responsible for much flooding.

The Corps was quick to add that local governments can decide not to raise the bridges and satisfy themselves with only dike improvements. This decision would reduce the local effort from million to roughly \$2 million.

However, such a decision could negate the good which might come from raising the level of the dikes five feet. It was also stressed that raising the dikes five feet without also raising the height of the bridges

it was explained the corps is in the second of a three phase program, geared toward protection against a 335 year flood of the Agnes type.

Tom Lawson, a former Wilkes-Barre man, serving as chief inspector-engineer for the corps in this area, said Phase I referred to restoring the levees to pre-flood elevations. Phase II, the phase currently in progress, involves the raising the dikes with two feet of topping.

Phase III involves adding five feet to the dikes and raising the bridges.

Reviewing the corps work so far, Lawson listed the following achievements:

Levee stabilization, John Connolly, contractor; \$224,692 contract, started Jan. 23, 1973, completed April 10, 1973; provided protection for a length of 800 feet in the vicinity of the Forty Fort Cemetery. Sub drains provided to carry sub surface water to Abraham's Creek. Woodward Pumping Station in Kingston was dredged and the Wyoming Avenue drainage structure catwalk in Wyoming was repaired. Miscellaneous erosion repairs in Plymouth, Kingston, Edwardsville, Forty Fort and Swoyersville were done by extending the contract.

Repairs to the Erie-Lackawanna Flood Barrier, Gasparini Excavating Company, contract amount, \$38,800; started Feb. 3, 1973 and completed April 3, 1973. Storage house for the flood barrier was rebuilt. Also, channels in the abutment were repaired and painted.

on River Street, Wilkes-Barre in vicinity of Northampton Street. Temporary protection was also provided around the Breslau Bridge abutment in Plymouth under an extension to this contract.

Bank stabilization, G. Piconti, contractor; contract amount: \$518,955.70; started Jan. 27, 1973 and completed Aug. 4, 1973. Stabilized 1,800 feet of eroded bank at Mohawk Street, Forty Fort and provided riprap protection.

Additional work done under contract to provide design protection to the first 800 feet of the project.

Projects currently under way with a completion date set for about mid-October include levee subsidence repairs in Wilkes-Barre and Hanover Township, C. J. Langenfelder, contractor; contract amount: \$812,414.50.

This project includes raising

the levees about two feet each embankment from Carey Avenue Bridge to Wilkes-Barre Connecting Railway Bridge from South Market Street and also section in the Breslau Hanover Township. Sheet piling to be driven 35 feet levee between the Wilkes-Barre Connecting Railway and Old River Road pumping station in the near future, then from Market Street to Street pumping station raised with earth embankment.

As of yesterday the project was 40% complete.

Raising Levee

In Kingston-Edwardsville, Addy Asphalt has a contract for \$407,127.50 for raising the levee with earth embankment approximately two feet at Rutter Avenue in Kingston point 500 feet down the Pierce Street Bridge.

23 Names Added

Catastrophic Disaster Insurance Act Gains Congressional Support

Increasing Congressional support for the National Catastrophic Disaster Insurance Act of 1973, sponsored by Congressman Daniel J. Flood, was evident as the House and Senate began a one-month late Summer recess. So that additional members of the House of

Representatives could indicate their support for the disaster fund bill, H.R. 4772, Congressman Flood re-introduced the legislation for a third time, with 23 new cosponsors, bringing the total to 83.

The reintroduction of the far-reaching catastrophic accident protection measure came on the heels of the first day of hearings before the House Banking and Currency Committee with Congressman Flood as lead off witness. The Congressman's testimony attracted national television and radio network attention, along with newspaper coverage in many states. Congressman Flood's Office reported an increase in volume of "disaster-legislation" mail, virtually all of it favorable.

New Co-Sponsors

A run-down of the new cosponsor gives another indication of the increasingly popularity of the bill with the new supporters representing Congressional districts from New England to Louisiana, and on to the West Coast. The cosponsors include Coreen Boggs of Louisiana (widow of the late Majority Leader, Hale Boggs) Phil Burton, San Francisco; John Conyers, Michigan; John Duncan, Tennessee; William D. Ford, Michigan; Benjamin Gilman, New York; William Green, Philadelphia; Michael Harrington Massachusetts; Augustus Hawkins, California; House Democratic Whip John McFall, also of California and John Melcher, Montana.

Additional co-sponsors include Parren Mitchell, Maryland; Robert Molloy, West Virginia; Robert Nix, Philadelphia; Carl Perkins, Kentucky; Charles Rangel, New York; Donald Riegle, Michigan; Joseph Vito, Erie; and William Walsh, New York.

Congressman Flood noted that the addition of Rep. Parren Mitchell to the list of cosponsors was another "plus fac-

tor" since the Baltimore House Member sits on the Banking and Currency Committee which will resume hearings on the bill when the Congress resumes sessions after Labor Day.

Steps Taken

"Every new co-sponsor is a step in the right direction . . ." Congressman Flood said when reviewing the list of supporters. "As I have said many times previously, the road to enactment of this legislation, with the important reactivity clause, is a journey of great distance in the Congress. The plight and economic ruination of the Agnes Flood victims and the message it bears for all who could suffer from any catastrophic disaster has been spread throughout the nation," Congressman Flood commented. "It is important that of all of the concerned citizens, both flood victims and those concerned about such disasters, should continue to make known the need for passage of this legislation," the Congressman

said. He encouraged all concerned with the success of the bill to continue their efforts, and expressed his gratitude to the dozens of organizations who have organized mail writing campaigns to encourage support.

The legislation, which was originally introduced by the Congressman in February, calls for the creation of a Federal Catastrophic Disaster Insurance Fund to be set up within the Department of Housing and Urban Development. The financing of the fund would be three fold: an initial appropriation of \$1-billion; a one percent surcharge on monies repaid to the government from Small Business Administration disaster loans, and a surcharge on all property insurance premiums, the rate to be set on a regional basis but not to exceed five percent.

Congressman Flood noted that coverage would include all forms of catastrophic accidents including floods, windstorms, hurricanes, earthquakes, tornadoes, and atomic accidents.

Flood Bill Backing to Be Nationwide

Elderly Should Not Be Forced Into Debt, Mrs. Matheson Says

Flood Victims Action Council will begin a nationwide campaign for endorsement of Bill HR 4772 for national catastrophic disaster insurance introduced by Congressman Daniel J. Flood.

In making the announcement Tuesday, Mrs. Min Matheson, council chairman, said the council also feels it is of equal importance to pursue the effort to have those properties acquired by the Redevelopment Authority where the owner, because of extreme circumstances, is unable to cope with the problems of rehabilitation.

"It is the council's feeling that the elderly, particularly, should not be forced into a situation burdening them with repayment of a debt which exceeds the pre-flood value of the home," Mrs. Matheson said.

She explained that those of advanced years could be spared the mental anguish if, as the council recommends, HUD's criteria of 75 per cent damage be used and properties in this category be acquired and rehabilitated by the redevelopment authority. After restoration, she said, the properties could be resold or rented to provide permanent housing for many still in temporary quarters.

"The beautification projects, such as the proposed central city multi-million dollar project should be undertaken at a later date after the homeowner has been returned to some semblance of normalcy," she said.

Mrs. Matheson said the council is opposed to the distribution of the \$400,000,000 of redevelopment monies from the federal and state governments. HUD recognizes, she said, that Wyoming Valley suffered 69 per cent of the devastation caused in the state by "Agnes," yet only some 40 per cent of the appropriated funds are apportioned to this area.

According to Mrs. Matheson, \$17,000,000 has been allocated for a housing project in Reading which had minimal damage and residents there have already been able to return the few government trailers used in their area.

"This \$17,000,000," she said, "could have enabled many of the 10,000 families still in trailers and temporary quarters throughout the valley to anticipate permanent housing in the near future."

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While hopeful for enactment of the national catastrophic disaster insurance bill, Mrs. Matheson said, the Flood Victims Action Council feels it is imperative to pursue every means of potential aid to the flood victims.

As part of the nationwide campaign in support of the insurance bill, Mrs. Matheson asked flood victims to write to these members of the House Banking and Currency Committee and Senate Banking, Housing and Urban Affairs Committee:

House Committee: Wright Patman, Texas, chairman; William A. Barrett, William S. Moorehead, Albert W. Johnson, Lawrence G. Williams, all of Pennsylvania; Lenor K. Sullivan, Henry S. Reuss, Thomas L. Ashley, Robert G. Stephens, Jr., Ferdinand J. St. Germain, Henry B. Gonzalez, Joseph G. Minish, Richard T. Hanna, Tom S. Gettys, Frank Annunzio, Thomas M. Rees, James M. Hanley, Frank J. Brasco, Edward I. Koch, William R. Cotter, Parren J. Mitchell, C. W. Young, William B. Widnall, J. William Stanton, Benjamin B. Blackburn, Garry Brown, Chalmers P. Wylie, Margaret M. Heckler, P. M. Crane, John H. Roussetot, Stewart B. McKinney, William Frenzel.

Senate Committee: John Sparkman, chairman; William Proxmire, Harrison A. Williams, Jr., Thomas J. McIntyre, Alan Cranston, Adlai E. Stevenson, Jr., John G. Tower, Wallace F. Bennett, Edward W. Brooke, Robert W. Packwood, William E. Brock, 3rd, Robert Taft, Jr., and Lowell P. Weicker, Jr.

Flood Homes Being Razed

Only a few minutes were needed by a bulldozer Friday to reduce to rubble the first of 33 flood-damaged homes in South Wilkes-Barre to be demolished by Wilkes-Barre Redevelopment Authority.

Two large trucks of Olympia Engineering Company, Tamaqua, took debris to a landfill site and it was expected all the material would be cleared away and backfilling started before nightfall.

First home on the list was at 18 Marjorie Ave. It was owned by Abe Seeherman but never occupied. House floated off its foundation during the 1972 flood and came to rest against a tree.

Olympia is carrying out the demolition and backfilling under a \$31,900 contract.

Creek Project Is Rejected By Forty Fort

Council Seeking Protection for Area Near Airport

Forty Fort Borough Council this week voted against signing a contract with State Department of Environmental Resources for the proposed \$1.6 million Abraham's Creek flood-control project.

Robert L. Taylor, council president, said unless the plans are expanded to include some method of protecting the area across Wyoming Avenue from the airport, officials cannot give approval.

Project calls for runoff from Swoyersville to be contained in a concrete tunnel as far as Stone Bridge. From there it would be in an open channel to the river. Forty Fort officials are concerned that whenever the river reached flood stage and the gates on the levee were closed, the water would back up at Stone Bridge and flood Terrace and Pearl Streets section. State officials have claimed costs would double if pumping stations were to be added.

Forty Fort officials later in the week met with Swoyersville Council which previously had approved the plans, to explain their position. Taylor said Swoyersville officials were in agreement about the potential flooding situation at Stone Bridge and said they would assist Forty Fort in its attempts to get pumping stations or some other means of handling the problem.

Taylor said, "We don't want to jeopardize the project but we have to protect these people. Without a pumping station or some other means of getting the water over the dike, we can't accept the plans." He said officials will seek a meeting with representatives of Pennsylvania Department of Environmental Resources on the matter.

HUD Sets Mobile Home Rents at \$80 for 2-bedroom Models and \$95 for Three at End of Year's Grace

By DAN LACEY
(Staff Writer)

The Department of Housing and Urban Development, Wyoming Valley's biggest landlord, Wednesday announced the rental fees it will charge flood victim families who must stay in their HUD-supplied mobile homes after their one-year, rent-free period expires.

The rates: \$80 per month for two-bedroom models and \$95 for three-bedroom units.

Jack McGraw, director of HUD's Pennsylvania Housing Recovery Office, explained in making the announcement that the rates will, however, be subject to adjustment according to individual family income.

"Under the Disaster Relief Act of 1970," McGraw said, "temporary housing assistance is provided up to one year, rent-free. However, the law also states that rentals must be established after the first 12 months of occupancy.

"For many Pennsylvania victims of last June's flooding, that year will soon expire. Many families are still repairing their flood-damaged homes and others are searching urban and suburban areas throughout Eastern Pennsylvania for permanent housing that meets their needs and is within their means.

"It is these people for whom the rental policy has been designed."

Will Visit Each Family

HUD housing advisors, McGraw said, will visit each family still residing in a mobile home to help them prepare a confidential income analysis which will be used to determine the amount of rent each family must actually pay.

The rental rates will soon become a fact of life for more than 5,500 Wyoming Valley families still residing in HUD-supplied mobile homes as a result of last June's flood.

The number of families returning to their pre-flood home

has been averaging less than 200 per week and block No. 8 on HUD's weekly reports, "Projected date all families permanently housed," remains blank.

Nearly 1,500 Wyoming Valley families, the reports show, have no idea where or what their next home will be.

The greatest number of temporary housing residents—2,514—have, of course, reported plans to return to their pre-flood home. New homes are being considered by more than 700 families and 1,862 displaced families are looking for private rental facilities.

In the 10 months that have passed since the flood, only about 50 percent of the families left homeless last June have returned to their former residence or found a new place to live. Of the 14,452 homeless local families assisted by HUD in the immediate post-flood pe-

riod, 7,610 are still on the Federal rolls: 2,145 in group-site mobile homes; 3,467 in private-site mobile homes, and 1,685 in private rental facilities.

HUD public information officer Jack Flynn said earlier this week that his agency is hoping to see a 20 percent reduction in the number of families still being assisted by the time the first rental payments come due in July. "But that," he said, "is a big hope."

Only 6 Trailers Sold

In January, HUD announced it would sell its mobile homes to flood victims at fair market price in an effort to speed up local housing recovery. To date, however, only six HUD mobile homes have been purchased locally and, throughout Pennsylvania's flood-hit areas, only 1,224 flood victims have even expressed an interest in

the purchase of their mobile unit. Prices for the mobile homes average about \$3,000.

In the face of the relatively slow return to permanent housing here, HUD's resident advisory service has repeatedly asked the owners of local properties for rent or sale to list the homes with them so they can match the housing supply with the demand.

Many landlords have listed their facilities with the service, but the number of successful matches is still less than encouraging.

Jack Gibbons, director of HUD's resident advisory services, explains that the return to private rentals is being hindered by an appreciable gap between the rent most families can afford and the rates asked by most landlords.

Housing statistics compiled by Gibbons' office show a substantial number of rental facilities are available in the \$150-per-month and above range. But the average flood-affected family, the reports say, can afford only about \$100 per month.

"We are reexamining private rental apartments occupied by flood victims," McGraw said Wednesday. "As per our recertification program, we are attempting to determine how many families in private rental apartments can take over the rental payments now made by HUD.

May Relocate Family

"If it is determined that the apartment is not within the means of the family or that it does not meet their needs, we may relocate that family to other temporary housing. We currently have a large number of families in mobile homes who are seeking rental apartment as permanent housing, but that rental housing is just not available.

"If we did relocate families now temporarily residing in

their needs or means, we could move a step closer to our goal of returning all flood affected families to permanent housing.

The method of collecting rents, McGraw said, has not yet been devised. "By the time we have substantiated each family's income and housing costs," he said, "we will be able to tell them how much to pay, when to pay and where to direct their payment."

McGraw refused to estimate how long the mobile homes and, consequently, his organization will remain in this area. "One indication," he said, "might be the fact that I'm planning to buy a house here."

HUD Will End Payments for Propane Gas

U. S. Department of Housing and Urban Development announced Wednesday it will discontinue on Monday the 50 percent liquid propane gas reimbursements being made to residents of its mobile homes.

Jack McGraw, director of HUD's Pennsylvania Housing Recovery Office, said, "Our original purpose in paying one half of the resident's LP gas bill was to make LP heating costs equitable with other fuels. With the arrival of seasonally warm weather, fuel costs will drop accordingly and we will temporarily discontinue our reimbursement program."

Flood victims will have until May 31 to bring their gas bills to the HUD Information Centers, Narrows Shopping Center, Edwardsville, or 116 S. Main St., Wilkes-Barre, to receive reimbursement.

Here's How Rent Will Be Computed

Here's how the Department of Housing and Urban Development will compute monthly rental rates for flood-affected families residing in HUD-supplied mobile homes:

—The family's gross (before taxes) monthly income will be used as the working figure.

—Five percent will be subtracted from the gross income to allow for Social Security payments, etc.

—\$25 will be subtracted for each dependent under age 18 or over age 62. The amount remaining after these two deductions is the adjusted gross income.

—One fourth of the adjusted gross income is the amount HUD figures a family can afford for housing.

—The family's utility costs and other housing costs, such as the mortgage payment on the flood-damaged home, will be subtracted from the amount the family can afford.

—This final figure will be compared to the rental rates HUD has set for its mobile homes: \$80 per month for a two-bedroom model and \$95 per month for a three-bedroom unit.

If the amount the family can afford is more than the rental fee, the full fee will be charged. If the amount is less than the rental rate, the family will pay only what it can afford as determined by the system described above.

MARCH 22, 1973

Senate Unit Questions \$4,563 Hotel Bill of Wilcox During Agnes Flood

Why a Shapp administration official retained a Wilkes-Barre motel room at a \$4,563 cost months after last year's flood, was questioned Wednesday by the Senate Appropriations Committee.

Committee Chairman Henry J. Cianfrani, D-Philadelphia, said the State was billed that much to reserve a room for three and one-half months in the Holiday Inn for Community Affairs Secretary William H. Wilcox.

Wilcox was scheduled to appear before the committee to justify his department's request to spend \$21.2 million in the new fiscal year starting July 1.

This reflects a \$25.3 million reduction from the department's current spending estimates of \$46.5 million.

Reason for the major drop is that present expenditures include \$20 million for special flood recovery programs and a \$5 million slash in proposed redevelopment assistance to local government.

The flood money was a one-shot cost last year.

Cianfrani said he and other committee members were concerned also with the administration's decision to earmark an increased share of Community Affairs grants to the smaller communities.

He said this would be at the expense of the bigger cities, especially Pittsburgh and Philadelphia.

For the first time in recent memory, the appropriations committee also asked department heads to submit with their overall budget requests a detailed list of separate contracts.

Departmental contracts and individual expense accounts of administration officials have been well-kept secrets in the past, while legislative expense accounts have received more headlines.

Cianfrani, as to Wilcox's hotel expenses in Wilkes-Barre, noted Tropical Storm Agnes hit the northeast in late June and clean-

up, relief and recovery projects required Wilcox's time there for a few months.

In fact, said Cianfrani, he was not concerned about the payment of \$1,553.57 for the secretary's motel room for the two-week period, Sept. 15-30, 1972.

However, he questioned these other three motel bills:

\$1,010 for Nov. 1 to Nov. 30, 1972.

\$1,000 for Dec. 1 to Dec. 31, 1972.

\$1,000 for Jan. 1 to Jan. 31, 1973.

In each of the four expense accounts, the department's "service purchase contracts" supplement to its budget document submitted to the appropriations committee gave brief justification.

The "purpose," said the supplement, was for "Quarters for Sec.—Flood."

When Wilcox appeared before the House Appropriations Committee a few weeks ago, Rep.

Richard J. Cessar, R-Etna, also questioned the motel bills.

That committee was told that the motel room was used as an office for State officials assigned to coordinate the State's flood recovery programs.

Cianfrani contended an armory, vacant office space or other facilities in the area could have been used, as needed, at less cost.

Senate Appropriations Committee also took issue with the administration's proposed reductions of State grants for housing, and economic opportunity assistance.

Disaster Preparedness Panel Meets



Robert Powell, disaster representative, and chairmen from Exeter, Exeter Township, West Pittston, Wyoming and West Wyoming met at the Exeter Town Hall to discuss disaster preparedness in this area.

Pictured at the meeting were, seated from left, are: Mayor Andrew Mauriello, Exeter representative; Powell, director of Area 1.

Standing, Gerald Venetz, West Pittston representative; Michael Charney, West Wyoming chief of police and borough representative.

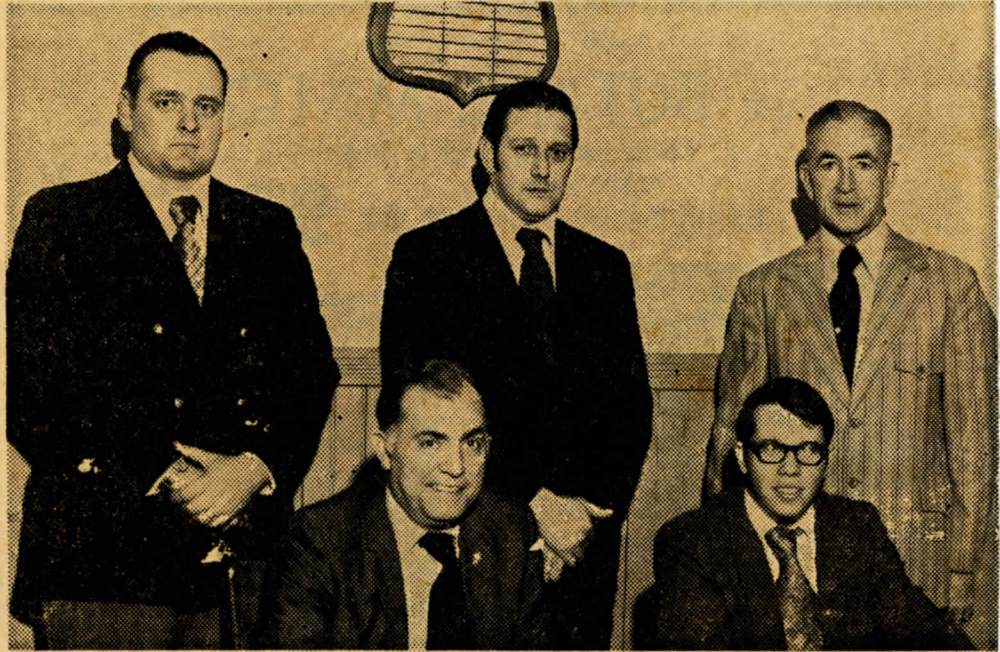
Wyoming police chief Bernard Gilligan,

also is borough representative, was absent for the picture.

Disaster preparedness is under the jurisdiction of Wyoming Valley Chapter, American Red Cross. The representative and chairmen have a working relationship with Civil Defense, local police and fire departments and other municipal officials.

In the event of any type disaster, the appointed chairman will provide emergency assistance to the involved people, such as food, clothing, shelter and medical and nursing care based on need.

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National Flood Insurance Can Now Be Sold in Borough

Peter Chorey, secretary-treasurer of Larksville Borough, announced that the U.S. Department of Housing and Urban Development has notified him that local property and casualty agents can begin selling HUD national flood insurance in the borough effective immediately.

The National Flood Insurers Association has designated General Accident F & L Assurance Corp., Ltd., 414 Walnut St., Philadelphia, as the servicing company for Larksville.

Agents should contact this company immediately to obtain policy forms, rates, flood insurance manuals, and any other necessary information.

According to Federal Insurance Administrator George K. Bernstein, "now that the community has established its eligibility, owners of both residential and nonresidential properties should take prompt advantage of this vital insurance protection." He pointed out that annual U.S. property damage resulting from natural disasters averages \$1 billion and that about 5,000 communities in the nation have some kind of flood threat.

Insurance at federally subsidized rates may be purchased from local property and casualty agents and brokers for all existing and new structures built prior to the identification of the

areas of special flood hazard in amounts up to \$17,500 for single family houses and up to \$30,000 for all other residential and non-residential structures.

On structures, rates range from 25 to 60 cents per \$100 of insurance, depending on their value. Contents may be insured up to \$5,000 with rates ranging from 35 to 45 cents per \$100 of insurance on residential contents and 75 cents per \$100 of insurance on contents of nonresidential property.

Insurance policies will be effective immediately as issued during the first 30 days the insurance became available. Insurance purchased after the first 30 days of community eligibility will become effective after a 15-day waiting period.

Besides providing coverage against loss, the Federal flood insurance program helps promote sound plain management and land use control. Bernstein explained that "in becoming eligible for flood insurance, communities must adopt land use and control measures, which vary according to the characteristics and specific flood threat of the individual community. These measures are generally designed to guide future development away from flood hazard areas and set construction standards such as minimum foundation and floor evaluations."

Junior Woman's Club Aids Library



APRIL 10, 1973

House Approves Flood Assistance

Harrisburg (P)—The House approved legislation Monday to permit state grants of up to \$5,000 for farm property owners with heavy losses to tropical storm Agnes last summer.

The measure, passed unanimously, was sent on to the Senate.

If passed by the Senate and signed into law, a farmer would have 120 days to file claims for damages to land, crops, livestock, home, buildings, machinery or other real property.

He would be eligible for a grant of 15 per cent of any loss-

es beyond \$5,000—the maximum forgivable amount available from the federal government. The determination of loss would be based on applications certified by the Farmers Home Administration or another federal agency.

A similar \$5,000 maximum

payment would be set by the state government.

The cost of the program to the state is estimated at \$12 million, to come from what's left of the \$150 million flood recovery appropriation made by the legislature last July.

Only Homes Meeting HUD Criteria Will Be Acquired

Criteria for acquisition of flood-damaged properties have been stipulated by Francis G. Haas, director of HUD's community development disaster recovery office, Scranton.

In a memo released Tuesday to all local planning agencies with disaster urban renewal projects, Haas stated:

"It has come to my attention that some redevelopment authorities are reported to be developing their list of properties to be acquired by giving the property owner the option to be acquired or stay or rehabilitate his property.

"You are reminded that specific criteria must be developed

to determine which properties are acquired.

"A property owner whose property does not qualify for acquisition under these criteria cannot be acquired even if he requests.

"Your applications will be reviewed by this office to insure that all acquisitions meet the criteria developed for this purpose. We will not allow federal funds to be used for acquisitions that do not meet these criteria."

Leon Case, executive director of Wilkes-Barre City Redevelopment Authority, indicated that the criteria used by the authority in the city disaster urban renewal projects is the same as that which has been used for years.

Case said properties can only be acquired for one or more of these purposes.

1-Properties which are substandard to a degree requiring clearance.

2-Properties which are necessary to eliminate blighting influences.

3-Properties which are required to achieve a public planning purpose such as a new school or street improvement.

Case emphasized that in no cases are properties being acquired in the South Wilkes-Barre or downtown projects simply because a property owner desires it.

In addition, he said, properties which were destroyed by the flood will be acquired as well.

\$187,733,702 Is Spent in Area

Flood Victims Action Council Wednesday released a report which it claims shows how \$339,363,315 in urban renewal funds had been allocated in Pennsylvania.

The council, which has been critical of the allocation, said the report had been obtained from the Department of Housing and Urban Development.

The report shows that 16 local communities were allocated a total of \$187,733,702 for various urban renewal projects. This represents about 55 per cent of the total state allocation.

This is how the \$187,733,702 was allocated locally:

Wilkes-Barre City	\$78,216,074
Kingston	43,741,913
Edwardsville	5,437,694
Forty Fort	7,702,000
Hanover Township	13,671,855
Luzerne Borough	2,116,088

Plymouth	11,225,550
Shickshinny	3,000,000
West Pittston	2,000,000
Wyoming	866,000
West Nanticoke	3,200,000
West Wyoming	700,000
Plains Township	900,000
Nanticoke	2,200,000
Plymouth Township	600,000
Swoyersville	13,157,528

Allocations in other parts of the state were:

Reading	\$26,000,000
Harrisburg	13,089,000
Jersey Shore	5,000,000
Lawrenceville	2,700,000
Tioga Borough	1,000,000
Montgomery Borough	800,000
Athens Borough	7,000,000
Milton	5,400,000
Chester (Eyre Park)	4,150,000
Chester (Crozer)	155,900
Bloomsburg	4,500,000
Lebanon	16,000,000
Dubois town	600,000
Montoursville	1,500,000
York	4,538,400
Danville	5,000,000
Blossburg	700,000
Renovo	4,000,000
Castanea	2,500,000
Lewistown	5,100,000
Steelton	8,657,609
West Falls	2,500,000
Lock Haven	11,000,000
Turbot	600,000
Birdsboro	1,590,704
Schuylkill Haven	1,800,000
Kenilworth	
(N. Conventry)	1,200,000
South Pottstown	2,200,000
Lykens	3,128,000
Highspire	3,738,000
Middletown	5,481,000

MARCH 1, 1973

50 in Washington Get Support for Flood Bill

Mrs. Min Matheson, chairman of Flood Victims Action Council, late Wednesday afternoon expressed great satisfaction on accomplishments of more than 50 members of the council who journeyed to Washington to garner support for the national catastrophic insurance bill introduced by Congressman Daniel J. Flood in the House.

"It was just great and we got a fine response from the legislators and federal officials," she said when contacted in Washington just before the group was to begin its return trip to Wilkes-Barre.

Most of the local group left Wednesday morning at 6 by chartered bus for Washington. Others went by automobile. The group, after a long day of button-holing legislators and officials, was scheduled to leave the capital at 6 p. m. for the return journey home.

The trip to Washington was made, not only to lobby for the insurance bill introduced by Congressman Flood Tuesday, but also to meet with officials of the Small Business Administration and Housing and Urban Development in regard to flood-related problems in Wyoming Valley.

Mrs. Matheson said Sen. Richard Schweiker, with whom the group met in Washington,

pledged that he would introduce a similar bill in the Senate within a week. She said an aide of Sen. Hugh Scott gave assurance that the senator would support such a bill.

"Congressman Flood," Mrs. Matheson said, "gave us tremendous aid in setting up the various meetings with officials in Washington." Flood outlined the various provisions of the bill, which is known as the National Catastrophic Insurance Act of 1973 and is numbered HR 4772.

An integral part of the proposed legislation is a retroactivity clause which would give disaster insurance benefits to victims of Tropical Storm Agnes floods, which caused several billion dollars in property damages in seven states.

Among those whom the group met was Congressman William A. Barrett of Philadelphia, ranking Democratic member of the House Banking and Currency Committee. The group met with the congressman in the absence of Congressman Wright Patman of Texas, chairman of the committee, who was ill.

The group also met with other members of the Banking and Currency Committee which will handle the legislation introduced by Flood.

Mrs. Matheson said she learned while in Washington that Sen. Quentin Burdick of North Dakota, chairman of the Disaster Relief Subcommittee of Public Works, plans to come to Wilkes-Barre to investigate the use of federal funds here. She also said she had received assurance from the Small Business Administration that a meeting would be set up with the SBA official in Wilkes-Barre to process complaints.

HUD, according to Mrs. Matheson, "was very sympathetic" with the group's thinking in regard to the need for changes in redevelopment plans locally. She indicated that a meeting would be arranged with Leon Case, executive director of Wilkes-Barre City Redevelopment Authority, on the matter.

Mrs. Matheson said the Consumer Protection Committee of the Subcommittee of Government Operations intends to check on the high cost of rebuilding, increase in rents and other increases that have occurred in the local area.

A report on the results of the group's trip to Washington will be given at a meeting of the council Sunday afternoon at 2 in Gus Genetti Hotel.

SBA Disaster Loans Completion Form Due

The Small Business Administration reminds borrowers who received loans on or after August 16, 1972, under the agency's Disaster Program as the result of Hurricane Agnes to submit Form 1018, "Completion Certificate on SBA Disaster Loans," within one year of the date of disbursement.

Although borrowers received this one page form at the time their loan was approved, the SBA advised applicants to obtain the form from the nearest SBA office if it has been lost or not submitted.

The form provides SBA with verification that the money has been used by the borrowers for the purpose outlined in the initial application for funds to repair or replace damaged property for losses incurred as the

result of Hurricane Agnes.

The Certificate (Form 1018) is to be completed by the borrower after the contractor or supplier has completed the work and/or delivered the materials purchased in accordance with the terms of the contract or sales agreement. The signature of the contractor or supplier is required along with paid bills, canceled checks and/or invoices for verification, and loan funds must be accounted for within \$100.00 of the amount disbursed.

The SBA said that loans disbursed prior to August 16, 1972 require completion of Form 1018 for only the real property portion of specific loan, and inquiries should be addressed to the Disaster Loan Closing Section, Small Business Administration, 1 Decker Square, Bala Cynwyd, Pa., 19004.

End IRS Tax On SBA Loan

Editor:

Regarding your editorial "SBA Gives . . . IRS Takes," as you may know, I have protested strongly to the IRS about their policy of making flood loan forgiveness taxable, and you may be interested in the letter I have written IRS Commissioner Johnnie N. Walters urging reversal of this regulatory policy.

RICHARD S. SCHWEIKER
United States Senator
(Enclosure)

Dear Mr. Walters:

Last year Congress amended the Disaster Relief Act to provide that the first \$5,000 of a disaster loan would not have to be repaid by the borrower. This "loan forgiveness" feature was intended to be a grant, but IRS ruling 71-160 treats the loan forgiveness feature as taxable compensation to the borrower.

The taxation of these grants has been widely resented among disaster victims who feel the government is giving to them with one hand while taking away with the other. This matter can be corrected without legislation simply by

revising Revenue Ruling 71-160 to treat these grants as gifts.

If a disaster victim deducts disaster losses as a "casualty loss" on his income tax, and then in a following year is "forgiven" from repaying a portion of a federal disaster relief loan, the amount of "forgiveness" in that second year is treated as taxable income under current IRS regulation.

Similarly, if the loan repayment "forgiveness" occurs in the same year as the disaster occurred, the amount the disaster victim could deduct as a "casualty loss" on his income tax that year would have to be reduced by the amount of the "loan forgiveness." Thus, the true benefit to the disaster victim of the forgiveness portion of the loan is diminished to the extent it is taxed.

I have strongly urged the IRS to revise its code to make federal grants to disaster victims non-taxable. As we approach the tax deadline of April 15, these people are feeling the full impact of their misfortune. We must make every effort to ease their financial burden.

RICHARD S. SCHWEIKER

Flood Welcomes Nixon Help on Disaster Law

"Mr. Speaker, it is especially gratifying to a Member of Congress when one of his brighter legislative ideas is endorsed by the President of the United States."

Those were the words of Congressman Daniel J. Flood when the Congressman spoke on the Administration's plans, announced Tuesday for a permanent disaster planning and recovery agency.

Congressman Flood proposed the original concept, which has come to be known as the "civil pentagon," last August, when testifying on flood relief legislation before a congressional committee.

The Congressman outlined plans for the agency in a recent speech before the disaster planning conference held at King's

College. The speech was widely reported through the nation, including an Associated Press wire story. The President's message to the Congress proposed legislation for a "Disaster Preparedness and Assistance Act," with all the markings of an "original proposal" by the White House.

Congressman Flood charged that the administration's disaster planning legislation falls far short of what is needed in effective long range, permanent disaster action planning. "The inadequacies and deficiencies of that proposal (The White House version) will be met and corrected by a bill which I will be introducing shortly to the House of Representatives," Flood said.

In another speech on the House floor last August, the Congressman said: "We (the

United States) will be 200 years old in four years. We are just babes in the woods in the preparation of these natural disasters."

While speaking at the King's College conference April 26, the Congressman detailed plans for the legislation which would create a permanent, separate federal agency which would go into operation with 24 hours after a natural disaster. The Congressman's legislation calls for a three phase operation which would include a coordinated, on-alert, trained organization, with physicians, rescue effort specialists, other health, officials, evacuation experts and a small army of rescue equipment. Subsequent phases would include economic and community rebuilding specialists who could provide immediate long-range planning.

"The Administration's proposal is but a mere, incomplete expression of what we really need," the Congressman charged. "It would be a loosely co-ordinated program with the states having greater control than the federal government. The lessons of the first 24 hours of Agnes, when I had to personally direct the mobilizing of federal and state manpower and troops against almost unsurmountable obstacles is a vivid reminder of what is needed," the Congressman said.

393 Families Return To Permanent Homes

Wyoming Valley moved a little closer to normalcy in housing last month as 393 flood affected local families returned to permanent homes from temporary housing supplied by the Department of Housing and Urban Development.

HUD records show, however, more than 8,000 families still residing in temporary facilities.

The greatest number of returning families, 154, went back to their original homes during March, bringing the total number of such returns since the immediate post-flood period to 2,171. The latter figure represents only those families who were placed in temporary housing for an appreciable amount of time and not those who returned in the months immediately following the flood.

Families leaving Federally-supplied mobile homes totaled 195 and from leased housing, 129. The remaining 69 families left government-owned housing, other than mobile homes, or government-assisted low-rent developments.

HUD's monthly housing report shows that 649 families intend to buy their mobile home; 2,632 intend to return to their pre-flood homes; 1,111 plan to buy a new home. 1,969 are looking for private rental housing; 179 plan to move into government owned or assisted homes, and 1,746 are still undecided on their future.

Susquehanna River To Crest at 18 Feet

Susquehanna River rose slowly Thursday night but it is expected to crest Friday morning at 18 feet.

Nicholas Souchick, executive director of Luzerne County Civil Defense, reported the river stood at 16.03 at 1 p.m. Thursday and at 16.60 Thursday night and was rising.

He said the temperature along the Chemung River in New York State Thursday night was dropping slowly and at 7 p.m. had dropped to 37 degrees. He said the temperature was expected to drop considerably lower.

The Chemung River crested at noon Thursday, which is about 24

hours ahead of cresting in this area.

Almost an inch of rain in this region Tuesday and Wednesday but this precipitation did not effect this region except in the low-lying areas. Most of the low-lying areas are not affected until the river reaches 22 feet.

Friday will be partly cloudy with temperatures in the mid 40's to low 50's. Friday night will be in the low 30's.

Saturday will be partly cloudy with temperatures in the mid 40's to low 30's. Precipitation probability is 20 percent through Saturday.

High today was 43; low 37; average 40. Norm for April 5 is 44.

Area Deaf Mutes Attempt To Rebuild 'Second Home'

By JOE COOPER
Staff Writer

4-1-73
TLEN

Forgotten in the vast recovery program in the flood-wrecked area of Wyoming Valley is a small group of people who lost a social club that was a vital part of their lives. The Deaf Mute Social Club of Wilkes-Barre suffered a \$15,000 loss in the flood, but more than that they lost the only place they could gather to relax in a friendly, understanding atmosphere.

Chartered in 1939 as the Wilkes-Barre Society of the Deaf Inc., the club social rooms were located on the first and second floor at 261 South Main Street. After the cleanup of debris was completed at the club, members were still prevented from using second floor facilities because of extensive damage to the stairway in their rented quarters.

The final blow to hopes of the members to get back into their club rooms fell in January when demolition plans for the structure were announced by the owner.

"It was our second home," indicated Tony Piazza of 390 Bennett Street, Luzerne, who is spearheading efforts to relocate the club if the organization's application for an SBA loan is approved.

Piazza emphasized that the club's future depends on obtaining the loan or some other form of funding. Indications are that the membership of the Deaf Mute club feels that other organizations are readily build just because they have elements.

Filled Void

The scene of many anniversaries, parties and wedding receptions at the Deaf Mute Social Club of Wilkes-Barre

can Foreign Services Officers abroad, Miss Tuchman said, "must also pass through a

a void in the lives of its members that ordinary social life in Wyoming Valley could not.

The club is a non-profit organization and has welcomed deaf mute visitors from New Jersey, New York and other surrounding states at many of its affairs, where the attendance often soared to 200. The membership remained at about 38, due only to the fact that officers felt that club rooms could not adequately serve a higher number.

Originally founded to promote and educate the deaf, the scope of the activities gradually broadened into a full social calendar.

High on the list of activities by the club are programs to benefit and entertain deaf children or children of deaf parents. The group has also aided the Home of the Aged Deaf and Blind in Media.

Typical Evening

A typical evening at the club for deaf mutes will find some playing cards, others throwing darts, while a colorful juke box beats out music in the background.

"We feel the music in here," Piazza noted, placing his hand on his heart.

Backing the Luzerne man in his drive to reopen the club are the following officers: Walter Bonchak, president; Shirley Cooper, secretary; James Teal, treasurer; Bernard Kash, vice president.

Officers of the club feel that it is imperative

HUD Storing Trailers At Huber Culm Bank

The Department of Housing and Urban Development has begun using the Huber culm bank in the Preston Section of Hanover Township as a storage area for mobile homes recalled from private sites.

The new storage area, named "White Staging", is expected to speed up the recall of private site mobile homes no longer needed by flood-affected families.

Arrangements for the use of the former burning culm bank are being handled by the State Department of Community Affairs.

John Skapura, director of mobile home operations for HUD's Pennsylvania Housing Recovery Office, said Tuesday that the new staging area has the potential for storage of about 2,500 mobile homes. About 150 mobile units have been moved to White Staging since HUD received authorization for the use of the land Friday.

White Staging, Skapura explained, will be used for the storage of mobile homes which do not meet the quality standards

necessary to warrant refurbishing and subsequent use in future disasters.

A spokesman for the DCA said Tuesday that the lease for the land, owned by the Penn Supreme Coal Company has not yet been negotiated.

Skapura said the addition of the new storage facility to HUD's local operations will help alleviate a backlog of about 750 mobile homes scheduled for recall.

HUD inspectors, Skapura said, began checking vacant private-site mobile homes Monday to determine whether they are suitable for refurbishing. Those that can be repaired and are suitable for long-distance transport will be hauled to the Red Staging area on Empire Street, Wilkes-Barre, where HUD has set up its refurbishing center.

Those units unsuitable for repair will be pulled to the White Staging area for storage and possible local use in the future.

HUD's pullback operations had come to a near halt in recent weeks due to a lack of storage facilities.

Confirmation Sought

SBA Policy Restricts Flood Victims' Plans

A high-ranking Kingston Borough official last night confirmed reports that SBA has enacted a new policy whereby property owners whose homes were destroyed by the flood cannot purchase other homes or build new homes in any of the areas hit by the flood last year.

Raymond Lowery, borough administrator, said he received verbal confirmation on two occasions from Thomas Tolan, assistant loan officer at the SBA regarding the new policy. He said both he and State Rep. Frank J. O'Connell of Kingston are "greatly upset" over the policy and have been trying to obtain written, formal confirmation of it before launching what he termed, "a hell of a fight to get the action rescinded."

In explaining the new policy, which is said to have been made within the past three weeks, Lowery gave the following example. He said if a Kingston property owner had his home destroyed by the flood and wanted to either buy or build in Kingston because it was his hometown for many years, he could not do so with SBA funds.

"The same situation would apply to anybody else in a similar situation in any of the other Wyoming Valley communities hit by the flood. Lowery emphasized the new SBA edict would

prohibit buying or building in only those areas that were directly flooded. For instance, a homeowner in Riverside Park in South Wilkes-Barre, whose home was destroyed, could use SBA funds to buy or build in the Heights section of the city, because that area was untouched by the June flooding.

Contradiction Seen

Lowery stated that he felt the new SBA edict contradicts actions being taken by other arms of the federal government, particularly HUD, which will be spending millions of dollars in the flood affected areas for acquisition, demolition and subsequent redevelopment.

"On the one hand, HUD is spending all kinds of money on the flood-ravaged valley while, on the other hand, the SBA is denying people the opportunity to relocate in the areas in which they were born, in many cases," Lowery declared.

Ironically, Lowery remarked, those people whose homes were destroyed and who used SBA

(Continued on B-3)

SBA Policy

(Continued from B-1)

funds to buy or build homes in the flood areas before the SBA edict was created, will be allowed to keep their homes.

"From what we hear, only those who have not yet acted will be affected by the new regulation," Lowery said.

The Kingston official pointed out that the Army Corps of Engineers feels the flood plain does not include those areas which are protected by dikes.

"It's my opinion that residents of Wyoming Valley should be allowed to buy or rebuild anywhere in the valley, as long as the community is protected by the dikes, which will eventually receive substantial improvement to guard against future flooding," Lowery said.

MARCH 4, 1973

Fire Ignites in Flood Debris At Plymouth Township Landfill



Pictured above is a section of the smoldering debris land fill in Plymouth Township where smoke can be seen coming from several openings in the ground which covers

tons upon tons of furniture, rugs, cans of paint and other combustible materials that are now on fire.—(Ace Hoffman Aerial).

A flood debris-filled landfill in Plymouth Township is on fire and poses a potential threat not only to that community but Plymouth Borough as well, according to Mayor Edward Burns of Plymouth, who made an on-site inspection of the area on Thursday.

"Smoke is pouring from about a dozen holes and the intense heat can be readily felt on many different spots at the landfill," Mayor Burns, who visited the area with the borough's flood recovery coordinator, Tom McTague, told this newspaper.

The site is an old Pagnotti stripping operation behind St. Mary's Grove and encompasses an area several thousand feet long, 175 deep and 200 feet wide.

Now filled to the brim with furniture, mattresses, cans of paint, oil and an unknown amount of other combustibles, the smoldering landfill has been brought to the attention of the Federal Bureau of Mines and the State Bureau of Environmental Resources by Mayor Burns.

Meeting Set

A meeting is planned for this week between the mayor and officials of the Environmental Department which is also seeking bids for bore holes to determine the nature of the fire.

Mayor Burns estimates that the heat in the burning areas of the old mine stripping is "near 300 degrees."

Although an attempt was made during the hectic weeks of flood debris removal to take precautions against fire by covering each "layer" of debris with tons of dirt, the "low kindling point" of the tons of debris dumped into the site apparently cancelled the effort.

The urgency of the situation is highlighted by the fact that the site is said to be directly over the Ross vein of coal which is just above the Red Ash vein that finds its way through Plymouth's hilly section up to Larksville, according to Mayor Burns.

Fraud Figure Reaches \$127,000

FBI Pushes Probe into County EEA

The Federal Bureau of Investigation continues its investigation into the monetary discrepancies involving Luzerne County's Emergency Employment Program.

As of last night, John Farrell, director of the program, said there were no new developments in the probe which has already resulted in the suspension of three EEA aides.

"The FBI moves slowly and methodically," said Farrell, who confessed to being disappointed with the stigma which the irregularities are expected to produce.

Another source at the Court House said the alleged fraudulent conversion and forgery of EEA checks smacks of "an amateur operation."

He said "real pros would not have forgotten that some day the W-2 forms would have to be reckoned with."

His reference was to the fact that complaints from former EEA employees regarding improper amounts listed on their income tax forms led to the uncovering of the operation.

The three employees suspended are George Dubravski, deputy director of EEA since October of 1971; Thomas Domin and Gerry Hornick.

FBI sources have identified Dubravski as being the ring-leader in the operation which saw alleged fraudulent checks being cashed by an employee of the Security and Savings Loan Association of Hazleton.

The employee in question has been identified as Miss Dorothy Kuntz.

Sources say the probe has already uncovered \$127,000 of forged checks.

Council Meeting 2-18-73 S.I. Becomes Thing

The relative calm that has prevailed at meetings since the Republicans took command at City Hall in of meeting that was customary under the short-lived late Anthony Sacco, William Moran and Atty. James

What type of meeting was prevalent? The answer is, of course, one of

as "grossly improper" in light of the fact the hearing board currently is considering the case.

Palermo also said his three colleagues were considering only one side of the issue and were not taking into consideration the positions of the protestors in the case. Conahan, McElwee and Manfredi claimed they were merely telling the zoning board what they think is good for the city.

Palermo did win one battle, however, when he got members of council to vote in favor of advertising to put the city treasurer's bond on bids. The bonding has been done by the Frank M. Fay Agency, headed by Hazle Township political leader Frank M. Fay.

Three weeks ago Palermo temporarily halted payment of \$3,951.78 to the Fay Agency for the city treasurer's bond and \$250 for the bond of the collector of delinquent taxes. He claimed the bonds should be furnished by firms owned by city residents. Fay maintains an office in the city but resides in Hazle Township.

Fay labelled the move purely political but Palermo said bidding may result in a lower price. The mayor objected that the city never before had sought bids for bonds and that majority should have the right to pick its own bonding agency.

When it came to a vote, the Republican majority of McElwee, Manfredi and Clementine Yamaona voted with Palermo to seek bids. Palermo did agree that Fay should be paid for the current bonds.

Council also found itself in-

to Oust m HCA Seat

Pleas seeking the two disputed seats. The suit claims that Turnbach and Dr. Sacco hold the seats illegally and have refused to relinquish the positions to the plaintiffs who claim they have been legally appointed to the board.

Promised No Politics

Skicki claimed that when he was appointed to the HCA board with Zelenack he promised to leave politics out of any deci-

At Bartoli West

Council Member Blasts Plans for Permanent Trailer Park Site Here

Wyoming Councilman Joseph Soricelli last night fired a verbal broadside at the Federal Government for what he claimed were "obvious efforts" to make a "permanent" trailer park out of Bartoli West which would leave Wyoming "holding the bag."

Soricelli disclosed that numerous state and Federal officials have been overheard talking of eventually phasing out all the other trailer parks and housing the remaining tenants at Bartoli West, since it is the largest occupied park in the flood area.

To substantiate these reports, Soricelli notes that the Wyoming Police Department has received "feelers" from Federal authorities who subtly offer to give the force enough subsidies for "four or five more patrolmen and a new cruiser, because, 'you fellows may find a need for them.'"

Soricelli said he dislikes the underhanded techniques which are going on and added that if the borough fathers allow things to continue the way they have, the borough may wake up some day and find itself in the business of running a "permanent trailer park, whether we like it or not."

It was stated that the present population of Wyoming has been increased by one-third due to the establishment of Bartoli West, located just off West Eighth Street.

Soricelli said if the borough is going to get stuck with these extra persons and property, then the Federal government should see to it that the borough has the proper equipment to provide adequate protection to those who reside in the trailer park.

"Not only do we need additional police and related equipment, but we also need a new fire truck and ambulance," he said.

It was learned that the borough ambulance is "shot" and that the engine at No. 1 Hose Company on East Eighth Street is over 25 years old and needs replacement.

"Our fire fighting equipment must be improved. It's simply too old," Soricelli stated.

He noted that James Cortegronne, borough administrator, has already made application to the Federal government for subsidies to purchase the new fire engine and ambulance.

Soricelli concluded by mentioning that high ranking Federal officials have been overheard talking about the Bartoli West Trailer Park being here for "four or five more years."

Flood Recovery Bills Introduced in House

Several pieces of legislation pertaining to flood recovery have been introduced in the State House of Representatives along with the bill to provide direct State grants up to \$3,000 for flood victims.

House Bill 496 removes the April 1 deadline for owners of flood-ruined or flood-damaged properties to file for property tax abatements.

Also, the bill places the obligation of making the abatements in the hands of the Luzerne County Board of Assessors. The board may assess flood-affected properties retroactive to Jan. 1, 1972, and any taxing body may make a maximum abatement of \$25,000 to reflect the drop in assessed valuation of the properties.

A companion bill, HB 495, gives the county assessor the right to make assessments retroactive to Jan. 1, 1972. This will permit the county and other taxing bodies to keep assessments current and to help communities file for state and federal relief funds.

HB 44 makes it a statutory requirement that pre-flood values be paid for homes taken due to the flood. While it has been the state's intention to pay pre-flood values, the law was silent on this matter.

The bills were introduced principally by Reps. Frank O'Connell, Kingston, and Bernard O'Brien, Wilkes-Barre. Luzerne County's other legislators were among the cosponsors.

\$374,000 Flood Money to Fight Discrimination Attacked

Harrisburg, Pa. (AP)—A \$374,000 program to fight discrimination in flood recovery operations was attacked by lawmakers Thursday as a waste of state funds.

Homer C. Floyd, executive director of the Human Relations Commission, said government agencies had discriminated against flood victims on racial or ethnic grounds in at least 10 cases brought to the commission's attention.

In most of the situations, he said, victims would receive significantly less aid than they requested from the Small Business Administration or some other agency.

But members of the House Appropriations Committee disputed Floyd's claim.

"I've been working in the Wilkes-Barre area almost continuously since last June and I haven't had one incident of discrimination brought to my attention," said Rep. Frank O'Connell, R-Luzerne.

"This \$374,000 appropriation looks to me like an attempt to supplement your regular budget. It's totally out of balance."

Rep. James Gallen, R-Berks, said flood victims in the Reading area included large number of

blacks and Puerto Ricans, but that no complaints of discrimination had reached him.

"I just can't fathom how your agency could spend \$374,000 for this in its wildest dreams," he said.

Floyd said the commission had hired 39 extra people to handle

flood-related complaints and that so far, their work has led to \$40,000 in increased aid to flood victims, originally denied them.

About a quarter of the \$374,000 will be left over at the end of the fiscal year, to be used for flood-related complaints in the period after June 30, he said.

The exchange over discrimination in flood relief led to an attack by Rep. Guy Kistler, R-Cumberland, on the Human Relations Commission's entire budget request, \$2.1 million for the year starting July 1.

Kistler divided the commission's \$1.8 million budget for fiscal 1972-73 by the number of cases closed so far this year—543—and came up with a figure of \$3,487 per case.

"This is an extravagance this state cannot afford" Kistler said. "If we gave you our entire state budget for a whole year, I don't doubt you could dispose of it in a very short time."

Floyd began to explain that the commission's responsibilities go far beyond action on formal complaints, but Kistler cut him off.

"You will have a rhetorical response to this," Kistler told Floyd, "but I will not accept it."

Wide-ranging Clearance Asked For Army Flood-control Project

By BARBARA S. LOFTUS
(Staff Writer)

Col. Louis W. Prentiss, Jr., Army Corps of Engineers, yesterday asked an "indication from local authorities that they approve" a proposed flood control plan which if implemented would bring about replacement or raising of the Market Street, Carey Avenue and Plymouth-Breslau Bridges and the modification of substructures of Wilkes-Barre Connecting Railroad bridge in South Wilkes-Barre.

The request was made at a meeting in Luzerne County Commissioners room at 1:30 by Col. Prentiss and two Corps of Engineers planners, Harold Nelson and Robert Lidner, who told the group the plan would cost in the neighborhood of \$62,000,000 with completion date around 1980.

The plan calls for the raising of the levees to a height of two to three feet beyond the present work of the dikes which already is in progress. The current work will see the dikes elevated by two feet to 39 feet from the present 37 feet. The longer-range plan calls for an additional two to three feet of elevation along the entire levee system on both sides of the Susquehanna River.

Also included in the proposal is limited local channel clearance in reaches of the river where substantial stage reductions can be realized.

The cost of the recommended plan has a federal cost of about \$62,143,000 and a non-federal cost of \$31,071,000, with a benefit-cost ratio of 1.2 to 1.

Should modification of the flood control project be authorized by the Congress, local interests would have to agree to:

A. Provide without cost to the United States, all lands, easements and rights-of-way necessary for construction of the project and, in acquiring the

lands, easements and rights-of-way to comply with the provisions of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.

B. Hold and save the United States free from damages due to construction work.

C. Maintain and operate the project works after completion without cost to the United States in accordance with regulations prescribed by the Secretary of the Army.

D. Provide without cost to the United States all necessary relocations and alterations of building and utilities, highways and highway bridges, sewers and related and special facilities.

E. Make every effort to prevent encroachment and regulate those aspects of mining activities which might interfere with proper functioning of the project.

F. Provide guidance and leadership in preventing unwise future development of the flood plain by use of appropriate flood plain management techniques to reduce flood losses.

G. Make periodic inspections and leveling surveys along embankment and related structures to determine if and where subsidence has occurred and the amount thereof.

H. Prevent encroachments in pondage areas until it has provided, without cost to the United States, substitute areas or necessary additional pump or outlet capacity as are approved by the government.

Prentiss explained that the existing flood control projects protect the communities against a recurrence of the March 1936 flood which had a discharge of 232,000 cubic feet of water a second but that the flood caused by Hurricane Agnes had a discharge of 345,000 cubic feet of water per second.

The Corps investigated the feasibility of providing protection for these discharges a second: 260,000, 290,000, 320,000 and 350,000, Col. Prentiss reported. Each discharge condition was investigated on the assumption that the flood control reservoir and the Tioga-Hammond Lakes

and the Cowanesque Lake projects were in operation.

These projects in the upper Susquehanna River watershed are scheduled for completion in 1977 and 1979 respectively and would reduce the discharge associated with a storm that magnitude of Hurricane Agnes or about 320,000 cubic feet a second. Each design discharge was investigated for two design conditions:

A. Protection against each design discharge would be achieved by raising and extension of the levee system. Existing highway and railroad bridges would not be modified.

B. Protection against each design discharge would be achieved by a combination of levee raising and extension, highway bridge raising, railroad bridge modification to provide for increased flow capacity and limited channel excavation and clearing.

Plan B proposed yesterday afternoon provides protection against a recurrence of the June 1972 flood or a discharge of 320,000 cubic feet of water a second.

Prentiss asked that each community adopt a resolution agreeing to the proposed plan. He said he projected work on the proposal most likely to get under way about 1977 or 1978 with completion around 1980. Until 1977, work on acquiring land and easements, acquiring the appropriations from Congress and awarding the contracts would have to take place.

Gen. Frank Townend, head of Luzerne County Civil Defense, told Prentiss "people here are not going to be satisfied" with such a plan and that most of the work should be completed in calendar year 1973.

Prentiss replied, "I do what Congress tells me to do. Congress has set up an elaborate plan for appropriations and I'm trying to expedite this system."

Also present were Rep. Daniel J. Flood, Nicholas Souchick, Luzerne County Civil Defense; Edward Heiselberg, executive director, Luzerne County Planning Commission; Leo A. Corbett,

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Flood Victims Rap Downtown Goals, Plan Hall 'March'

Members of Flood Victims Action Council gave strong support Sunday to a proposal for attending the meeting of Wilkes-Barre City Council Thursday, Mar. 15, at 10 a. m. at City Hall.

The move for attendance at the meeting as part of a "march on City Hall" was made by Edward Mera, 45 Conwell St. He urged a large attendance of flood victims at the meeting.

More than 250 persons attended the Flood Victims Action Council meeting in Gus Genetti Hotel and heard a number of speakers, including Mera and Mrs. Min Matheson, council chairman, speak critically of proposed plans to spend \$58,000,000 for the Downtown Urban Renewal Project.

Mrs. Matheson indicated she wanted a "beautiful city" but emphasized she thought that "people should come first." In expressing criticism of the downtown project, she mentioned that many small businessmen in central city would be affected greatly and that many of them probably would not be able to pay higher rents after the project is completed.

She urged flood victims to go to the city council meeting and let the councilmen "know how we feel."

Both Mera and Mrs. Matheson seemed to be critical of the criteria being used by Wilkes-Barre City Redevelopment Authority to acquire flood-damaged properties in the city.

Mera urged persons who had experienced more than 75 per cent flood damage to their properties to fill out forms and indicate whether they wanted their properties taken under urban renewal and receive pre-flood value for them.

Mrs. Matheson said different criteria are being used throughout Wyoming Valley for the acquisition of properties. She earlier had pointed out that there are many persons and families who are unable to afford Small Business Administration loans to repair their homes.

Reports on the last week's trip to Washington by more than 50 representatives of Flood Victims Action Council were given at the session. The trip was made to lobby for support of the national catastrophic insurance bill introduced by Congressman Daniel J. Flood and also to discuss flood-related problems with federal officials.

In giving a report on the trip, one woman brought out that it had been learned in Washington that it is up to the local redevelopment authority and city council to divert funds from one project to another. She also reported that the group was told that criteria

are set by the local redevelopment authority and city council and that, if funds are diverted from one project to another, the federal government would go along with it.

Michael Kostelansky spoke on the national catastrophic insurance bill and explained how a premium surcharge up to a maximum of five per cent is provided in the bill. He said the general average of the premium surcharge would be three per cent.

He said the retroactivity part of the bill will need strong support for passage. He added this part of the bill is "the last hope" for flood victims to get rid of the indebtedness caused by SBA loans. If it is not included in passage, he said, then flood victims will be "indentured servants of the federal government."

Among others who reported on the trip were Thomas Doty, Mrs. John Gallagher and Michael Solomon.

Persons in attendance were urged to write to members of the House Banking and Currency Committee and the Senate Banking, Housing and Urban Affairs Committee in support of the catastrophic insurance bill. Congressman Wright Patman is chairman of the former committee and Senator John Sparkman, chairman of the latter committee.

Near the close of the meeting, Mrs. Bernard Kleinman, 34 Susquehanna St., took issue with Mera's stand in regard to acquisition.

Following the meeting, Mrs. Kleinman said she is "diametrically opposed to Mrs. Matheson's stand of wholesale demolition of homes in Wyoming Valley."

Mrs. Kleinman also said she "had no choice" at Sunday's meeting but to publicly call Mera "out of order".

She said Sunday's meeting was called to launch a campaign for national catastrophic disaster insurance and that this bill "is the only hope flood victims have."

Mrs. Kleinman said she feels Mrs. Matheson should change the name of Flood Victims Action Council "to Flood Victims Acquisition Council."

Designed to Aid Flood Victims

Rep. Flood Will Introduce National Insurance Bill

Sources in Washington last night confirmed the report that Congressman Daniel J. Flood will introduce his National Catastrophic Insurance Bill in the House of Representatives on Tuesday.

It will be the first all-comprehensive disaster insurance bill ever introduced in Congress.

Although Congressman Flood's office refused to comment on the report, it was learned that the bill will include the all-important retroactivity clause to cover victims of Hurricane Agnes.

The legislation is designed to make available to homeowners and property owners federal disaster insurance protection

from floods, earthquakes, windstorms, atomic accidents and other disasters.

The legislation has been promised an early hearing before the House Banking and Currency Committee.

The legislation will be the most sweeping, far reaching disaster protection bill ever proposed.

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SUNDAY INDEPENDENT, WILKES-BARRE, PA., FEBRUARY 25, 1973

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An aide in Rep. Flood's office last night indicated that the Congressman will hold a news conference on Tuesday to outline pertinent details of the bill.

It is anticipated that the retroactive clause in the bill will materially assist flood victims in Wyoming Valley, especially property owners.

Lafayette Gardens Will Be Restored

Problems Are Being Worked Out With SBA, Owners Say

Counsel for Samuel Geltman and Company, owners of the flood-devastated Lafayette Gardens Complex, has informed the city solicitor's office the firm is most interested in reconstructing and restoring Lafayette Gardens to immediate use of occupancy but it is still trying to resolve certain problems with the Small Business Administration.

The letter, signed by Atty. Joseph Savitz, was in response to a communication written by Assistant City Solicitor Chester Muroski on the advice of City Council following the adoption of a councilmanic resolution on February 15 seeking action.

Savitz's letter stated investors in the Lafayette Gardens complex are trying to resolve some of the loan conditions.

"Our client is very much concerned with this project and is most anxious to restore the apartments for immediate occupancy," Savitz wrote. "However, because substantial funds are required in reconstruction their hands are tied at this time until SBA conditions are resolved. We're hopeful communications with SBA will prove fruitful and permit release of funds so that Lafayette Gardens apartments once again will be readily available for housing."

Savitz also said the principals recognize that city officials are greatly concerned in overcoming the housing shortage and most anxious to implement the February 15 resolution.

Muroski replied that the city understands the longrange problems involved but "believes that something can be done immediately to abate the hazards to public health, safety and welfare" caused by the piles of debris and garbage in the premises involved. Muroski said the firm should do something to abate the hazards in the interim before renovations begin.

Garrity Explains Method For Property Tax Rebates

Explanations regarding filing for property tax rebates and procedures in distribution of state and federal funding to offset these refunds were given to municipal officials from communities in Luzerne County which suffered losses by the June flood.

The outline was given Monday night in Courtroom 4 of Luzerne County Courthouse by Thomas Garrity, chief of Luzerne County Assessment Bureau. In attendance were tax collectors, council members, commissioners, school district, township and administration representatives from many of those flood-hit municipalities.

Discussed by Garrity were Commonwealth Act 5 and Congressional Section 241. Act 5 authorizes abatement of real estate taxes because of destruction or damage of property by flood, or the refund or credit of the amount of such taxes against future taxes by certain political subdivisions and authorizing assessment of properties retroactive to January 1, 1972.

Section 241, Disaster Relief Act of 1970, Congress has authorized the President to make grants to any local government which, as a result of a major disaster, has suffered a substantial loss of property tax revenue (both real or personal).

Garrity explained the procedures that must be carried out by the taxing bodies in each community. He used charts and graphs to illustrate his talk.

Each taxing body, for instance, was advised to follow these rules for 1972 taxes:

Adopt a resolution on the abatements; advertise the program; print and distribute forms to the property owners; make certain that properties have been reassessed; receive application from property owners; apply to Department of Community Affairs for both state and federal funds and make abatements in the form of refunds or credits.

Among the rules listed for 1973 taxes, municipal bodies are advised to identify the tax assessment loss and compute property tax loss by applying the 1972 or 1973 tax rate, whichever is lower.

Where large holdings are involved in tax abatements, Garrity explained a limit of \$25,000 has been established. This limit is on each taxing body.

In order to avoid complications and delays, property owners will pay the face value of 1972 taxes and, in turn, will receive the rebate.

It was emphasized that April 1 is the deadline for the property owner to petition the taxing bodies for the rebates. However, it was pointed out that some changes in the procedure under Act 5 may come about shortly and county assessor's office may be authorized to handle the

paper work involved in these applications.

In answer to a question by Wilkes-Barre Tax Collector Walter Lisman, Garrity replied that rebates would be issued only to the property owner who had the property prior to and up to the flood.

Garrity also explained that some property owners have not yet received their new assessments. These are in the process of being picked up and will be prepared as soon as possible.

The county assessor told the municipal officials that it may be five years "before we come out of this," meaning the return to near normal tax bases in the flood-hit communities. He said his office had found that in areas hit by severe mine subsidences, periods of at least three years were involved before the tax base returned to normal.

Now Serving as Undersecretary of HEW

Frank Carlucci Re-Examines His Role Here During Flood

(Ed. note: The following exclusive interview with Frank Carlucci was obtained by Independent Society Editor Libby Brennan during her visit to Washington last week.)

By **LIBBY BRENNAN**
Society Editor

More than three months have passed since Special Assistant to the President Frank Carlucci returned to Washington having completed the monumental task of helping Wyoming Valley "get on its feet" after the most devastating natural catastrophe in the history of the United States.

Today, Kingston-born Frank Carlucci occupies a large private office in the HEW monolith in the nation's capital. The door to his office is lettered—The Undersecretary.

Undersecretary of the Department of Health, Education and Welfare is the second in command of the second largest department next to defense and the department that receives the largest amount of funds for use at home in the President's Budget.

In the time that has elapsed since Carlucci returned to his work in Washington, he has had some thoughts on his experiences here while directing the billion-dollar recovery project.

"When I was first assigned here by President Nixon I was opposed to the idea of a President Assistant's role. I thought the federal regional council could run the program," he explained while chatting with this reporter in his office last week.

"President Nixon was right in concentrating the power of the recovery effort in the hand of one person. My assignment was to pull all of the agencies together to make one team."

Carlucci further explained his doubt about his job because he had felt that the state was much closer to the people than the federal government. "I soon realized we all had our special roles and one of my most important ones was to work together with everyone."

Carlucci looks upon himself not as a politician but as an administrator. "In order to avoid any misunderstandings, I held regular press conferences; I was determined to keep the people in the area informed as to what was being done and what could be done."

Aside from financial aid and relocations, the problem of the levees was paramount.

"In the first days of the disaster, I consulted with the best people in the mining field to find out about the possibility of subsidence. They studied the conditions and assured us that there were no possibilities of additional subsidences as a result of the flood.

"The Corps of Engineers studied the damage to the levees and what could be done. Their first step was to authorized heights. The program they have outlined was based on study and experience and having worked with a group of professionals before, I knew their estimate would be accurate and conservative."

Through the initial stages of recovery, Frank Carlucci worked from 7 a.m. to 11 p.m. He returned to his hotel room only for a short period of sleep.

"Certainly there were problems of misunderstandings,

of antagonisms with the state, which thought that the federal government should provide all moneys it asked for. We eventually reached an understanding and the state representatives were asked and worked along with us."

Was he shocked by what he saw?

"I was born and reared in Kingston and attended Wyoming Seminary. I knew all of the people here and the devastation was shattering.

"For me, it had a personal impact. However, tragedy is not new to me. I was in the Congo and Zanzibar and saw disaster there. This was, however, different for me."

Respected and admired and considered one of the most influential men in Washington, Frank Carlucci has no other goal at the present but to do the best possible job in his present position.

According to the most knowledgeable people in the Capitol, HEW will be the most under attack in the months to come because that is where President Nixon wants to make many of the budget cuts.

Would he like to return to Wilkes-Barre or Bear Creek, where his family lived until recently?

"I will always consider Wyoming Valley my home. Returning to live there some day presents a delightful picture."

As he talked, phones rang and lines of people waited to see the young man from Wyoming Valley who has carved an outstanding career for himself in the Federal Government of the United States.

Write to the President

Dan Flood Needs Valley's Support If His Insurance Bill Is to Pass

Once again Congressman Dan Flood has brought to national focus the plight of the hundred of thousands of residents of Northeastern Pennsylvania who are determined to restore their communities following the total devastation of Agnes.

The introduction of the National Catastrophic Insurance Act of 1973, which would create a national fund to guarantee federal protection for persons affected by natural disaster, is a humane bill that would protect all of the 50 states, Puerto Rico and the Virgin Islands.

For the citizens of Northeastern Pennsylvania, the bill's retroactivity clause would give disaster insurance benefits to victims of the June flood which caused billions of dollars in property damage to residents of seven states.

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Even before the bill was introduced word seeped down from the White House that President Nixon would "veto the bill" based on his opposition to the

retroactivity clause—the vital facet of the bill in this area.

Granted that an economy drive is necessary and that many of the so-called welfare programs have become a bureaucratic bonanza. But, to penalize the taxpaying citizens of this area is unthinkable.

It is to be hoped that such reports are not true. For, if they are, a lot of Wyoming Valleyites will want to know how we can find billions in reparations to rebuild North Vietnam while ignoring the American citizen.

Hanoi has been a bitter enemy for over a decade. Flood victims would find it a bitter pill to swallow if we reward our enemy and punish our friend.

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Dan Flood, considered one of the 10 most powerful men in Washington, is waging a battle that would not only assist his constituents but the country as a whole.

He needs our support. It is our duty to let President Nixon know that we feel charity must begin at home.

Flood-prone Areas Will Be Mapped

Harrisburg (AP)—A \$40,000 contract has been negotiated with the U.S. Geological Society for mapping flood-prone areas of Pennsylvania. Gov. Shapp announced Friday.

"This mapping project, hopefully, will help us avoid or at least minimize the effects of such storms as Tropical Storm Agnes on property owners," said Shapp.

Maps drafted from the survey will show land contours, major structures and areas likely to be inundated by serious flooding for some 5,500 miles which is currently uncharted.

Funds for the project will come from the Office of State Planning and Development.

Director A. Edward Simon said the maps will enable government officials to plan future developments with an eye toward flood impact.

Study Backs Better Flood Forecasting

Data System on Primary Rivers To Be Expanded

Mechanicsburg, Pa. (AP)—The Susquehanna River Basin Commission gave tentative approval Thursday to proposals to improve flood forecasting along the Susquehanna and its tributaries.

Robert Bielo, the commission's executive director, said the proposals would be circulated among Pennsylvania, New York and Maryland officials, as well as federal authorities, before final action is taken.

The tentative draft calls for "an improved and expanded data collection system on the main rivers," with forecasts to be issued at some 15 communities which do not currently get stage and timing forecasts from the National Weather Service.

The proposal also seeks more information from a dozen watersheds ranging from 200 to 500 square miles each.

Bielo said the "ballpark estimate" for putting the improvements into effect is several hundred thousand dollars. Where the money would come from is uncertain.

Federal agencies to take a look at the plans before final commission action include the Weather Service, the U. S. Geological Survey and the Army Corps of Engineers.

Bielo said final action may be taken at the commission's next meeting, Sept. 12.

Some Who Fled Agnes Flooding Caught by Deluge in New Jersey

Aug. 4, 1973 T.A.E.N.

Wilkes-Barre and neighborhoods have the Susquehanna River to contend with and Plainfield, N. J., and neighboring communities have a problem with the Raritan River.

Agnes cast its spell on the Wyoming Valley more than a year ago and on Thursday the Raritan roared into a half-dozen counties in Jersey's North Plain-

field area and took the lives of six persons with evacuees not yet totaled.

Ann Debroy, city editor of the Plainfield Courier, said Friday night a number of flood refugees from Wyoming Valley and Wilkes-Barre were among those who had the cellars of their newly-occupied structures filled by the overflow triggered Thurs-

day by nine inches of rain. "They came here after the Agnes flood," she observed.

She said reporters were on the scene attempting to check evacuees and their needs.

The big problem in the New Jersey area Friday was electric power.

"Believe it or not, some people are already back in their homes and we are not certain as to how many are not able to return to their residences," she said.

She said the Army Engineers have been trying for several years to contain the Raritan River "and the nine inches of rain was too much."

Appraised of the fact that the Wyoming Valley region has a supply of mobile homes, the newspaperwoman said she and her staff would attempt to determine if there is a need for the units in the New Jersey area.

"Thus far, the governor has urged President Nixon to declare the region a disaster area," she added.

Reminded of the vast amount of volunteers who poured into the Wyoming Valley region following the Agnes blast, she said, "We can probably use help."

Wilkes-Barre Council Stormed by Complaints From Flood Victims

Wilkes-Barre City Council came in for a barrage of complaints and requests Thursday with more than a score of citizens taking up slightly more than half of the three-hour session with their appearance before council.

The session was interrupted briefly at 11:45 a. m. when a woman who had been standing in the rear of the jam-packed council chambers for more than an hour and one-half, fainted, causing Mayor Con Salwoski to recess the meeting.

The woman, Mrs. Francis McCullough, 18 Catlin Ave., received emergency treatment by Councilman Dr. Walter Newman in an adjoining room and then was removed to Mercy Hospital at 11:58 in a police cruiser by Patrolmen Robert Slocum and Stanley Sypniewski. She was admitted and her condition was reported as fair.

It was learned the woman had appeared at council meeting to

learn what action may be taken concerning the acquisition of her flood-damaged home in South Wilkes-Barre by the redevelopment Authority. She has been trying to have the property acquired, but has received no satisfaction.

Some of the citizens appearing before council objected to having their homes acquired for demolition while others registered protests because they were being overlooked.

Edward Mera, 45 Conwell St., said he was not against the Downtown Redevelopment Project, but against the "frills and excess fat." He asked that equal treatment be given to all people in the Valley. Mera claimed his house has been refused for acquisition, despite severe structural damage. City Manager Bernard Gallagher replied he viewed the house on Wednesday and found the foundation to be in better structural condition than his (Gallagher's) own.

Erwin Kurlancheek, owner of

a laundry and gasoline business at 252 S. Main St., objected to the proposed acquisition of his property.

Mrs. Harry Girlock, 156 Dagobert St., complained she was unable to get a satisfactory answer from the Redevelopment Authority as to what it was going to do with her flood-damaged home.

Ralph Trax, 92 Willow St., complained that the Redevelopment Authority was not acquiring his property at 414 Horton St., even though it was damaged badly.

Lawrence Greenberg, owner of Acme Locksmith Shop, N. Washington St., complained he would be put out of business when his property is acquired and wondered what the redevelopment was going to do for the small businessman. Richard Gelhard, deputy director for WBRA, said there will be in the Downtown Urban Renewal plans for small businesses.

Mrs. John Sokola, 41 Conwell, said she wanted her house ac-

quired by the WBRA, yet it had not been surveyed.

Mrs. Walter Siarkowski, 101 Wood St., complained she was content to remain at that address and did not want it acquired by WBRA.

Bess Rutstein, owner of Stanley Auto Parts, 510 S. Main St., complained she was unable to get a letter of condemnation from the city building inspector's office to qualify for an SBA loan even though she had been ordered by the office after the flood to raze the structure.

Joseph Krumski and Daniel Keller, representing organizations from the Heights and Iron Triangle areas, said citizens voted on March 13 in favor of the Downtown Urban Renewal Project.

James Azat, 70 E. Jackson St., presented council with a petition bearing names of 20 residents in the area who object to noise and vibration caused by the Wilkes-Barre Steam Heat Company plant on E. Bennett St.

Bernard Newman, 150 New Alexander St., said the city should attempt to find a way to buy flood-damaged houses and then resell them in order to aid the homeowners whose homes were damaged extensively yet did not qualify for acquisition by the WBRA.

Edward Soboleski, 68 Brookside St., said plans should be made to protect Brookside from future floods. He said the area is insecure because the water backs up in Mill Creek during each flood.

Michael Chadoba said the Brookside Area has been neglected by council, with particular neglect being shown for the sewer line.

Connie Foreman, a divorcee, objected to the closing of the Day Care Center and wanted to know if council could do anything about it.

George Mrochko, owner of the Old Fell House, 54-56 E. Northampton St., said he would prefer not to have the Redevelopment Authority acquire his property so that he could develop a first-class restaurant.

Dale Hill, 121 Puritan Lane, said the city should provide educational opportunities for the youths.

Council received two bids for installation of a hot water heating boiler for the clubhouse at Hollenback Park. Post Fuel Corporation submitted bid of \$6,275; and J. L. Turner Company, \$7,950. Bids were referred to the city engineer and director of The Recreation Board.

Council awarded contracts to three low bidders for equipment to be used by the department of public works. Contracts were granted to I. R. Equipment

City Council Okays \$58 Million Downtown Renewal Project, 6-1

Wilkes-Barre City Council, by a vote of 6 to 1, gave approval to the ambitious program to revitalize the central city business district through the proposed \$58,000,000 Downtown Urban Renewal Project.

Mayor Con Salwoski cast the lone dissenting vote.

Despite objections from numerous citizens, including Mrs. Min Matheson, president of the Flood Victims' Action Council, who spoke in opposition for nearly 15 minutes, the gigantic restoration project met with the approval of six councilmen, all of whom gave statements endorsing the program.

Vote on the downtown renewal project followed appearance of more than a score of citizens who spoke for and against the project as well as other items.

An SRO crowd of more than 100 persons was squeezed into council chambers, with dozens more unable to get in.

Although a vote on the resolution calling for the adoption of the renewal plan was scheduled near the end of the meeting, it was moved up on the agenda, on motion of Councilman Joseph Williams, due to the large crowd awaiting outcome of the measure.

Motion to adopt a resolution approving the urban renewal plan and a feasibility plan for

session, Curtis Montz, president of the Wilkes-Barre Merchants' Association, pressed for approval of the project, saying the city's loss of tax base would be incalculable if it were not adopted.

Richard Levy, president of Percy Browns, said he strongly favored the plan and argued that "businesses as well as houses must be taken care of." He said "businessmen are all mortgaged up to the hilt with the expectation of getting aid from the redevelopment project."

Henry Tuck Jr., Public Square businessman, expressed opposition to the high cost of the redevelopment project, stating he believed it could be done better through private enterprise.

Mrs. Matheson strongly protested spending all of the money for central city development. She said that if the small businessmen to be relocated were queried, many would express opposition to the project.

She said she learned from Frank Haas, regional HUD director, that some money can be taken from one project to another

and she urged that council not permit the acquiring of buildings which are in good shape, such as the Martz Bus Terminal on Public Square.

She also urged that the Redevelopment Authority cut out the unnecessary frills and use the money to help get the people back in their homes in South Wilkes-Barre.

She contended the money for South Wilkes-Barre is totally inadequate and said, "It's a crime that we have not got any housing for South Wilkes-Barre. Why doesn't city council assume the leadership in fighting for the flood victims? I can't see how you can treat the home owners so unsympathetically."

Mrs. Matheson questioned the leadership of the Task Force Recovery Unit, saying that although Wilkes-Barre received 69 percent of the damage inflicted by Agnes, the unit was not striven hard enough for money for housing. She said \$17,000,000 is being spent for housing of flood victims in Reading, where damage was minimal, yet nothing is being spent in Wilkes-Barre.

approving the urban renewal plan and a feasibility plan for relocating the downtown project as well as pledging the city's cooperation with respect to a workable program for community improvement was made by Councilman Joseph Burns and seconded by Robert Brader.

Each of the councilmen had a statement supporting their vote.

Councilman Brader emphasized that the project must be implemented by June 30, otherwise the city would lose everything as far as renewal in the central business district is concerned. He said the downtown project is the best that could be conceived for the city's recovery.

Burns said when he ran for office, one of his pledges was to rebuild downtown Wilkes-Barre. He said it is a good thing for the tax base, an "opportunity that will never occur again." He said it was the most difficult decision he ever made on council.

Dr. Walter Newman, said he went through the flood with others and suffered a \$62,500 personal damage to his home.

"I received the same problems as many if you but I'm thinking of the community as a whole when I vote aye," said Dr. Newman.

Rev. William Reid said he was aware of the problems of South Wilkes-Barre and Brookside and not unsympathetic to their problems.

"However, I believe the urban renewal project will make a worthwhile contribution to the city's future," he added. "The proposed program is not perfect, but if we don't vote today we'll lose \$58,000,000. We can't come back to do it another day."

Councilman Frank Trinisewski said the people of South Wilkes-Barre must be considered and there is a possibility of additional funding. He added, however, that he had no choice but to vote "aye."

Councilman Joseph Williams said, "It's a renaissance for Wilkes-Barre and Wyoming Valley. We've no choice but to respond favorably. I'm convinced the program is a right one that it will provide a wider job market and increase the tax base. It's a good plan, which may be refined to a better one as it proceeds."

Mayor Salowski, in remarks prior to his vote, said that the people are still living in mobile homes, or "stockades," and the funds should first go to helping them get back into their residences.

"They have to journey from the trailer parks to stores and back again; they have no recreational areas, like before when they had back yards, and I think some funds should go to these refugees," he commented.

Council's approval of the urban renewal plan was awaited anxiously by Horace E. Kramer, chairman of the Redevelopment Authority; Leon Case, Jr., executive director, and Richard Gelber, deputy executive director, who sat through the lengthy session awaiting the outcome.

The start of the three-hour

to be used by the city for public works. Contracts were granted to I. R. Equipment Corporation, Scranton, two compressors, \$9,779.81; Highway Equipment and Supply Company, two time paver and asphalt curb builder, \$8,135; L. B. Smith, Inc., tandem roller, \$9,285.

Other resolutions authorized filing an application with HUD for assistance under the 701 Comprehensive Assistance Program; instructing Berkheimer, Inc., to invest funds not scheduled for immediate distribution in U. S. Treasury bills or certificates of deposit, and requesting the Redevelopment Authority to provide an amendment to Smith, Miller and Associates Engineering agreement for professional services to include full-time project inspection, soils, and field testing, and surveying during the construction as required by the EDA.

Also, the Greater Wilkes-Barre Chamber of Commerce was granted permission to hold Cherry Blossom Time observance and activities during the weekend of May 11-13, on Public Square, River Common, Kirby Park and Nesbitt Park and Irem Shrine Circus was authorized to place a banner across W. Market Street from April 8 through April 29, advertising the circus.

Five ordinances were passed on second and final reading. They were:

Providing for the vacation of an unnamed alley

Pennsylvania Avenue to State Street and an extension off State

S. State Street as a public street, running from the now vacated Fairbairn Lane to the now vacated E. South Street; vacation of a portion of Mooney Lane as a public street, running from S. Washington Street to S. State Street.

Also passed was an ordinance fixing the number of officers and employees of all departments of the city and the rate of compensation.

Finally, council passed an ordinance providing for the establishment of a Bureau of Building Inspection. The bureau will provide for matters concerning, affecting or relating to construction, alteration, repair, removal, demolition, the equipment, use, occupancy, location and maintenance of buildings or structures erected or about to be erected.

It also will provide for permits, fees and the licensing of various contractors; the establishment of a board of appeal; the appointment of its members, their terms of office, their powers and duties, and prescribe penalties for the violation of this ordinance.

Prior to the start of the regular session, council conducted a public hearing to consider the rezoning of a 1.55-acre plot at Frederick and Blackman Streets from R-1 (residential) to C-2 commercial for establishment of a used-car lot, as requested by Benjamin Ciaverella. Council agreed to rezoning when no one appeared in opposition to it.

Wilkes-Barre Council Stormed by Complaints From Flood Victims

Wilkes-Barre City Council came in for a barrage of complaints and requests Thursday with more than a score of citizens taking up slightly more than half of the three-hour session with their appearance before council.

The session was interrupted briefly at 11:45 a. m. when a woman who had been standing in the rear of the jam-packed council chambers for more than an hour and one-half, fainted, causing Mayor Con Salwoski to recess the meeting.

The woman, Mrs. Francis McCullough, 18 Catlin Ave., received emergency treatment by Councilman Dr. Walter Newman in an adjoining room and then was removed to Mercy Hospital at 11:58 in a police cruiser by Patrolmen Robert Slocum and Stanley Sypniewski. She was admitted and her condition was reported as fair.

It was learned the woman had appeared at council meeting to

learn what action may be taken concerning the acquisition of her flood-damaged home in South Wilkes-Barre by the redevelopment Authority. She has been trying to have the property acquired, but has received no satisfaction.

Some of the citizens appearing before council objected to having their homes acquired for demolition while others registered protests because they were being overlooked.

Edward Mera, 45 Conwell St., said he was not against the Downtown Redevelopment Project, but against the "frills and excess fat." He asked that equal treatment be given to all people in the Valley. Mera claimed his house has been refused for acquisition, despite severe structural damage. City Manager Bernard Gallagher replied he viewed the house on Wednesday and found the foundation to be in better structural condition than his (Gallagher's) own.

Erwin Kurlancheek, owner of

a laundry and gasoline business at 252 S. Main St., objected to the proposed acquisition of his property.

Mrs. Harry Girlock, 156 Dagoberst St., complained she was unable to get a satisfactory answer from the Redevelopment Authority as to what it was going to do with her flood-damaged home.

Ralph Trax, 92 Willow St., complained that the Redevelopment Authority was not acquiring his property at 414 Horton St., even though it was damaged badly.

Lawrence Greenberg, owner of Acme Locksmith Shop, N. Washington St., complained he would be put out of business when his property is acquired and wondered what the redevelopment was going to do for the small businessman. Richard Gelhard, deputy director for WBRA, said there will be in the Downtown Urban Renewal plans for small businesses.

Mrs. John Sokola, 41 Conwell, said she wanted her house ac-

quired by the WBRA, yet it had not been surveyed.

Mrs. Walter Skarowski, 101 Wood St., complained she was content to remain at that address and did not want it acquired by WBRA.

Bess Rutstein, owner of Stanley Auto Parts, 510 S. Main St., complained she was unable to get a letter of condemnation from the city building inspector's office to qualify for an SBA loan even though she had been ordered by the office after the flood to raze the structure.

Joseph Krumski and Daniel Keller, representing organizations from the Heights and Iron Triangle areas, said citizens voted on March 13 in favor of the Downtown Urban Renewal Project.

James Azat, 70 E. Jackson St., presented council with a petition bearing names of 20 residents in the area who object to noise and vibration caused by the Wilkes-Barre Steam Heat Company plant on E. Bennett St.

Bernard Newman, 150 New Alexander St., said the city should attempt to find a way to buy flood-damaged houses and then resell them in order to aid the homeowners whose homes were damaged extensively yet did not qualify for acquisition by the WBRA.

Edward Soboleski, 68 Brookside St., said plans should be made to protect Brookside from future floods. He said the area is insecure because the water backs up in Mill Creek during each flood.

Michael Chadoba said the Brookside Area has been neglected by council, with particular neglect being shown for the sewer line.

Connie Foreman, a divorcee, objected to the closing of the Day Care Center and wanted to know if council could do anything about it.

George Mrochko, owner of the Old Fell House, 54-56 E. Northampton St., said he would prefer not to have the Redevelopment Authority acquire his property so that he could develop a first-class restaurant.

Dale Hill, 121 Puritan Lane, said the city should provide educational opportunities for the youths.

Council received two bids for installation of a hot water heating boiler for the clubhouse at Hollenback Park. Post Fuel Corporation submitted bid of \$6,275; and J. L. Turner Company, \$7,950. Bids were referred to the city engineer and director of The Recreation Board.

Council awarded contracts to three low bidders for equipment to be used by the department of public works. Contracts were granted to I. R. Equipment Corporation, Scranton, two compressors, \$9,779.81; Highway Equipment and Supply Company, two time paver and asphalt curb builder, \$8,135; L. B. Smith, Inc., tandem roller,

City Council Okays \$58 Million Downtown Renewal Project, 6-1

Wilkes-Barre City Council, by a vote of 6 to 1, gave approval to the ambitious program to revitalize the central city business district through the proposed \$58,000,000 Downtown Urban Renewal Project.

Mayor Con Salwoski cast the lone dissenting vote.

Despite objections from numerous citizens, including Mrs. Min Matheson, president of the Flood Victims' Action Council, who spoke in opposition for nearly 15 minutes, the gigantic restoration project met with the approval of six councilmen, all of whom gave statements endorsing the program.

Vote on the downtown renewal project followed appearance of more than a score of citizens who spoke for and against the project as well as other items.

An SRO crowd of more than 100 persons was squeezed into council chambers, with dozens more unable to get in.

Although a vote on the resolution calling for the adoption of the renewal plan was scheduled near the end of the meeting, it was moved up on the agenda, on motion of Councilman Joseph Williams, due to the large crowd awaiting outcome of the measure.

Motion to adopt a resolution approving the urban renewal plan and a feasibility plan for relocating the downtown project as well as pledging the city's cooperation with respect to a workable program for community improvement was made by Councilman Joseph Burns and seconded by Robert Brader.

session, Curtis Montz, president of the Wilkes-Barre Merchants' Association, pressed for approval of the project, saying the city's loss of tax base would be incalculable if it were not adopted.

Richard Levy, president of Percy Browns, said he strongly favored the plan and argued that "businesses as well as houses must be taken care of." He said "businessmen are all mortgaged up to the hilt with the expectation of getting aid from the redevelopment project."

Henry Tuck Jr., Public Square businessman, expressed opposition to the high cost of the redevelopment project, stating he believed it could be done better through private enterprise.

Mrs. Matheson strongly protested spending all of the money for central city development. She said that if the small businessmen to be relocated were queried, many would express opposition to the project.

She said she learned from Frank Haas, regional HUD director, that some money can be taken from one project to another

and she urged that council not permit the acquiring of buildings which are in good shape, such as the Martz Bus Terminal on Public Square.

She also urged that the Redevelopment Authority cut out the unnecessary frills and use the money to help get the people back in their homes in South Wilkes-Barre.

She contended the money for South Wilkes-Barre is totally inadequate and said, "It's a crime that we have not got any housing for South Wilkes-Barre. Why doesn't city council assume the leadership in fighting for the flood victims? I can't see how you can treat the home owners so unsympathetically."

Mrs. Matheson questioned the leadership of the Task Force Recovery Unit, saying that although Wilkes-Barre received 69 percent of the damage inflicted by Agnes, the unit was not striven hard enough for money for housing. She said \$17,000,000 is being spent for housing of flood victims in Reading, where damage was minimal, yet nothing is being spent in Wilkes-Barre.

Central, S. Wilkes-Barre Projects Receive \$22,190,213 From State

The Commonwealth presented grants totaling \$22,190,213 to the Wilkes-Barre Redevelopment Authority on Monday for the Downtown and South Wilkes-Barre urban renewal projects.

State Sen. Martin L. Murray, president pro tem of the Senate, presented two checks to Joseph Long, Jr., vice chairman of the authority.

The state share of the Downtown project is \$12,759,213, and for the South Wilkes-Barre project \$9,431,000.

Also on hand for the ceremony in the Flood Relief Office, 51

Public Square, were William H. Wilcox, secretary of the Department of Community Affairs; State Rep. Bernard O'Brien, Wilkes-Barre; Leon Case, executive director, and Richard Gelhard, assistant director, of the authority.

Sen. Murray said the grants fulfill the pledge made by the State Legislature in 1972 when the bond issue was approved for disaster urban renewal. The grants represent a massive investment in Wilkes-Barre's future, the senator said, and "together with Federal funds, they will make it possible for the city to continue its remarkable comeback from disaster."

Federal Grants \$72,665,000

The Federal government has earmarked \$29,510,000 for the South Wilkes-Barre project and \$43,155,000 for the Downtown project.

Long expressed the thanks of the authority for the work of the Department of Community Affairs. He said receipt of the checks will "give us momentum to carry on the projects."

Wilcox said the grants are in addition to \$6,450,000 already provided for interim assistance and \$1,700,000 for trailer pad rentals and other emergency uses.

The South Wilkes-Barre project covers 874 acres and 4,400 mostly residential structures—nearly a third of the city.

More than 600 damaged structures are proposed for acquisition in South Wilkes-Barre. The acquired areas will be reused for new housing, new stores and recreational facilities. There will also be new roads, curbs, walks, and water sewer lines.

The Downtown project includes the heart of Wilkes-Barre's commercial area—207 acres with 798 structures. *Aug. 7, 1973 T.L.E.N.*

Corps Board OK's Local Dike Plans

*Aug 8, 1973
T.L.E.N.*

The Board of Engineers for Rivers and Harbors of the U. S. Army Corps of Engineers has approved the \$62,000,000 plan to raise Wyoming Valley's dikes by five feet and to raise or replace three major bridges.

Announcement of the project was made Tuesday by Congressman Daniel J. Flood, who had been informed of the approval by the Corps of Engineers.

If Congress funds the project, the Market Street, Carey Avenue and Plymouth-Breslau bridges will be raised or replaced.

Existing levees will get another five feet of material and the Susquehanna River channel will be cleared in certain areas under the project.

Congressman Flood said 12 miles of levee will be raised in these towns: Plymouth, Kingston, Edwardsville, Forty Fort, Hanover Township and Wilkes-Barre.

The congressman said the approved plan now goes to the commander of the Corps of Engineers. Succeeding steps will take it before other Federal and State agencies, the Secretary of the Army, U. S. Office of Management and Budget and Congress.

Mr. Flood said it will probably take at least one year to clear all these hurdles.

The plan approved by the board is aimed at protecting Wyoming Valley from a recurrence of the June, 1972 flood.

In addition to the Federal cost, the plan lists non-Federal costs of \$31,071,000. Annual operation and maintenance costs would be \$48,000.

The Board of Engineers for Rivers and Harbors accepted public comment on the plan through Aug. 1. The board is meeting Tuesday and Wednesday at Washington, D. C.

4,714 Families Rely on HUD

Aug. 5, 1973

LCPC Sponsors Meeting On Flood Housing Crisis

A meeting was held by the Luzerne County Planning Commission for the County Housing Council and Advisory Committee to the County Planning Commission at the County Court House. Attending were representatives from the County Planning Commission, Bankers group, County Recovery Task Force, Economic Development

Council of N.E. Pa. (EDCNP), County Commission Task Force, Economic Development Council of N.E. Pa. (EDCNP), County Commission on Economic Opportunity (CEO), Department of Housing and Urban Development (HUD), Greater Wilkes-Barre Chamber of Commerce, Wilkes-Barre City and Luzerne County housing authorities, the League of Women Voters of Wilkes-Barre, County Redevelopment Authority, Carpenters of Pennsylvania, United Way of Wyoming Valley, Building Contractors' Association of Wyoming Valley, Wilkes-Barre City Demonstration Agency, U.G.I. Corporation, and administrators of Wilkes-Barre City, West Wyoming, Luzerne and Edwardsville.

Edward Heiselberg, Director of the Luzerne County Planning Commission, developed the general housing problem in Luzerne County, and particularly the Wyoming Valley, indicating there was a housing shortage before the flood, which became critical after the flood, and is still critical with 4,714 families still dependent on HUD for their housing, most of which are in mobile homes, with 880 dwelling units having already been eliminated by the flood, and with about 2,700 units proposed to be demolished by urban renewal.

The households whose homes will be demolished by urban renewal, have a limited time to spend their relocation money, which can be as high as \$15,000, and the urban renewal projects may be jeopardized, unless the households involved can be relocated in decent, safe, and sanitary housing. Unless HUD can produce or find housing, with the help of other agencies involved, for these households, the HUD mobile homes will be here for years.

Heiselberg stated that with a five percent vacancy ratio, about 12,000 dwelling units are needed in the County now, and another 5,600 units by 1977.

Wilbur Smith Inc. consultant for the Sketch Plan of the Wyoming Valley, estimated that 10,570 housing units would be needed in the Valley by 1977, of which almost one-tenth would be for low income families, and over one-third for the elderly.

3,052 Families Eligible

Tony Pisano said that HUD estimated 3,052 families are eligible for subsidized housing units in the Valley, of which 1,841 are for non-elderly and 945 for elderly who are eligible for public housing, and 153 non-elderly and 105 for medium in-

come (Section 235/236) housing. It also projected 5,080 non-subsidized housing units required in the Valley. Those dwelling units estimated by HUD include its caseload, the Corps of Engineers demolitions, and those proposed to be cleared by urban renewal. It further estimated the number of bedrooms needed. Subsidized and non-subsidized total 8,132 dwelling units.

The HUD computer survey indicated that about one-third each of those on its caseload planned to return either to their homes after repairs or to rental apartments. Of the remainder about one-sixth each plan to either purchase conventional homes or to buy mobile homes.

Heiselberg, and Leonard Ziolkowski of EDCNP, discussed information prepared on housing sites, indicating that a few good housing sites are needed now for medium to large scale development. Among sites discussed was the Third Avenue Redevelopment Project in Kingston, the State Aided Parsons Project, and the new Hanover Industrial Park. The Highland Hills section of Jenkins Township was also discussed, but needs sewers, including a pumping station by the Wyoming Valley Sanitary Authority.

Near St. Clair School

Aug. 5, 1973

Emergency Flushing Project Scheduled for Miners Mills

State Rep. Bernard J. O'Brien last night announced that an emergency flushing project will begin tomorrow behind the St. Clair public school near Thomas Street in the lower end of Miners Mills.

O'Brien said residents in that part of town have complained bitterly about a mine cave which developed at that scene during last year's flood when the Mill Creek overflowed.

He said the city took temporary action and filled in the hole after it developed along with another void which developed on Bowman Street near the Butler Street Bridge.

O'Brien said the decision to begin emergency measures tomorrow was made at a meeting yesterday.

In attendance were Senator Martin L. Murray, Stephen

Pinneno, an engineer for the State Department of Environmental Resources and O'Brien.

Empire Construction Company of Old Forge has been assigned the emergency job.

A more permanent project will begin Wednesday when bids are awarded for both sites under a \$600,000 allocation from the state's \$150 million flood emergency fund.

O'Brien also added that he and other officials are planning a bigger project which will eventually result in mine cave protection for nearby homes in the Miners Mills area.

Mine Flushing Job Starts Tomorrow

Aug. 5, 1973

An "emergency" mine-flushing project is scheduled to begin Monday in an area beneath St. Clair School, St. Clair Street, Miners Mills section of Wilkes-Barre, it was reported Saturday by State Representative Bernard O'Brien, city.

O'Brien said the mine-flushing, or surface stabilization work, will be done by Empire Contracting Company, Old Forge.

Because of many complaints received by residents from the school area regarding an underground void in the vicinity of the school, O'Brien said the State Mines Bureau decided to begin the flushing work sooner than anticipated.

Rep. O'Brien and Senator Martin L. Murray were instrumental in having flushing plans advanced for the project, with Steve Pinneno, mining engineer

with the State Mine Bureau, planning the project.

Funds for the mine-flushing job, O'Brien said, will come from a \$150-million allocation that the State granted for flood-related rehabilitation work in Wyoming Valley.

The St. Clair street underground washout, O'Brien stated, is directly related to the June, 1972, flood.

O'Brien said the State sometime this week is expected to seek bids for mine flushing of the Bowman Street area. In February of this year, Wilkes-Barre City Council gave a release to the Commonwealth of Pennsylvania, Department of Environmental Resources to drill approximately 25 boreholes into the underground areas of the abandoned Baltimore Colliery to determine areas for the Bowman Street flushing project.

Pittston

Aug. 5, 1973

J. X. E. T.

Jenkins Flood Victims Spurning Redevelopment

Jenkins Township will not qualify for urban redevelopment unless it adopts a building code, and this it will not do.

John Para, chairman of the township board of supervisors, assured the more than 4,000 township residents that the community-oriented township will remain as is. He explained that there are many expert electricians, masons, carpenters, plumbers, welders, etc. and it has always been an area where neighbor helps neighbor. Therefore, the best possible worker is always available to help a friend for he knows that in turn, he will receive the same type help from another neighbor, expert in some other trade.

Para explained that redevelopment had originally been considered to help the six people in Port Blanchard who lost their homes to Hurricane Agnes. They did not qualify, however, because they were determined to rebuild on the same site and redevelopment does not permit this. On their own, they are doing the building or repairs.

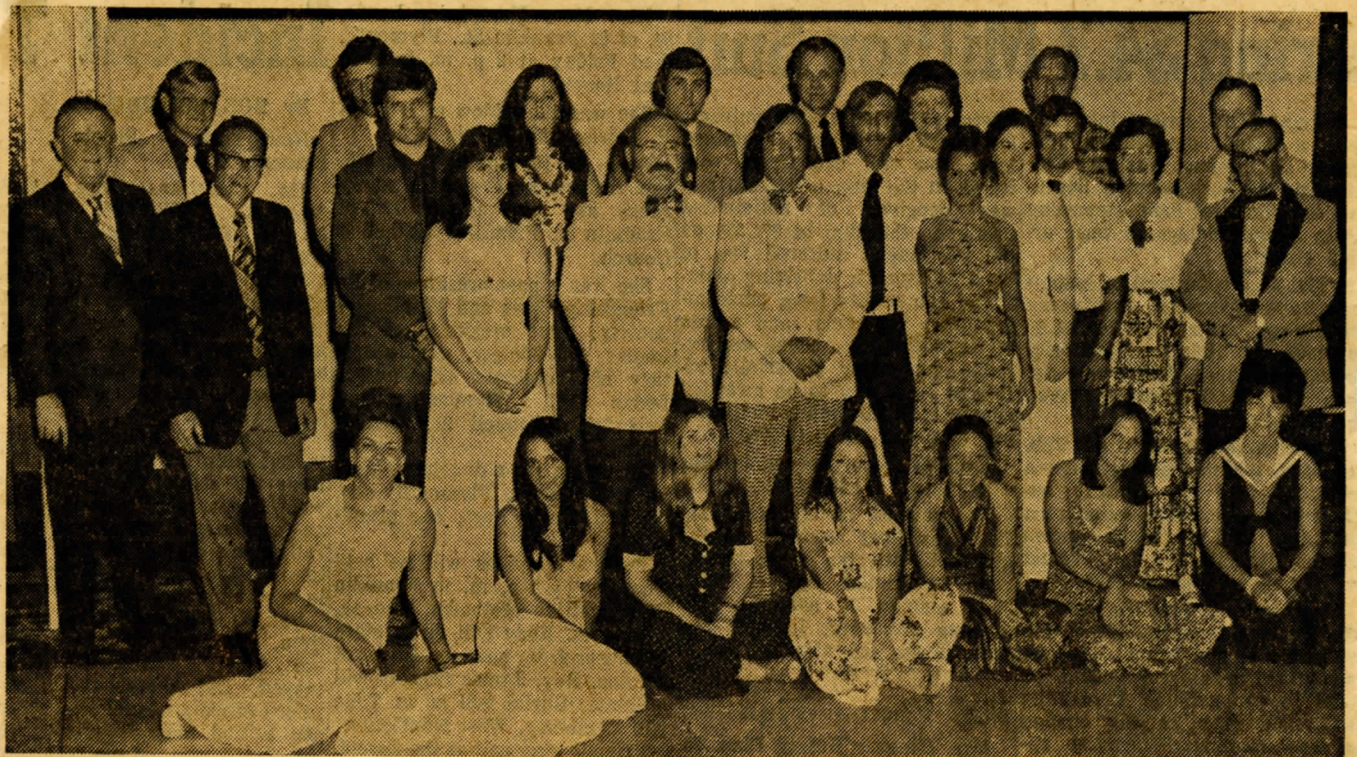
A few families did repair their homes and then decided they would give them up for top dollar they were assured under redevelopment.

Para says he does not feel the whole township should be jeopardized because of a few, particularly when their homes have been renovated and are livable.

Para continued that the township does not have or has not planned any major redevelopment project. Roads are being repaired and the fire equipment presently totals some \$40,000. Vast lands remain open for home or industrial development and he feels the township is in excellent condition, operating on its own. This, he asserts, the residents want to continue without any larger state or federal agencies moving in to establish rules or regulations.

Port Blanchard, with some 65 homes, was the one community affected most deeply by the 1972 flood, since not one single home was spared the wrath of the storm. Almost every one has been restored and the few remaining to be completed are making remarkable progress. This, to a large extent, has been accomplished by tradesmen helping each other, neighbor to neighbor, and they are determined to keep this practice.

Federal Flood Emergency Aides Reunite ^{Aug. 4, 1970}



HAIL, HAIL THE GANG'S ALL HERE—A group of Federal flood relief leaders and aides at the reunion heard John C. Bush, extreme left, outline activities in Wyoming Valley following the emergency program of OEP at the reunion. Bush, a member of the news staff of the Times-Leader, The Evening News, Record reviewed programs with which many of the Federal personnel were associated and noted the agencies' contribution to the flood relief.

The reunion of Federal aides was held on the first anniversary of the arrival of the United States agency personnel in the region following the Agnes disaster. Event was staged at King's College where the OEP and related Federal agencies coordinated the vast recovery effort under the direction of Frank Carlucci, President Nixon's personal representative in the Northeast and Central Pennsylvania area.

River to Crest At 17.5 Feet This Morning

**Snow, Continued
Windy and Cold
Weather Predicted**

The Susquehanna River will crest at 17.5 feet Monday morning at 7, it was reported by Nicholas Souchick, official river observer for Luzerne County Civil Defense.

A fierce late-winter storm pushed its way across Pennsylvania over the weekend, piling snow into drifts as high as eight feet in the northwest and triggering a rash of minor skidding accidents throughout the state.

Locally, gale-force winds severed power lines, toppled trees and knocked over mobile homes. Large portions of Wyoming Valley were without electricity on Saturday as high-tension wires were felled. Winds were recorded as high as 50 miles per hour and caused extensive damage over a widespread area.

The region also was deluged with heavy amounts of rain, Souchick stated, with torrential downpours in the upstate watershed contributing to the rising river.

The river-reader said the river was 15.1 feet above low-water level as of 7 p. m. Sunday and is "rising slowly."

Souchick emphasized the situation is not abnormal and presents no problem. He predicted a crest of 17.5 feet by 7 a. m.

National Weather Service reported it will be continued windy and cold Monday with snow flurries likely. Highs will be in the upper 20s to low 30s. Monday night will be partly cloudy and cold. Lows will be in the teens and high Tuesday will be near 40.

Wind gusts up to 40 miles per hour were reported in the lake-front city of Erie Sunday, while strong winds also were recorded in most other areas.

Hardest hit appeared to be Crawford County, where 13 inches of snow fell during a 12-hour period Saturday night. All roads were said to be passable, but most remained snow-covered and extremely slippery late Sunday.

All schools in the county were to be closed Monday as work crews labored to clear the snow-clogged roadways.

Driving everywhere but in the southeast sector was listed as hazardous.

State Police said 45 accidents were reported on the Pennsylvania Turnpike from a point

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State Police said 45 accidents were reported on the Pennsylvania Turnpike from a point five miles west of Donegal to 12 miles east of Somerset in a 24-hour period ending Sunday evening.

Troopers said none of the mishaps was serious. Most, they said, were the result of blowing snow, which drastically reduced visibility.

Interstate 80 from Knox in Clarion County to the Ohio line was snow-choked to one-lane in both directions for a distance of 53 miles.

Snowfall averaged four inches throughout most of the state by Sunday. But in the southeastern section sector it was just another cold day, with no snow except for a few occasional flurries.

A Harrisburg woman lost control of her auto on Pennsylvania 83 Saturday when 50-mile-an-hour wind gusts tugged at a horse trailer she was towing. Her auto skidded over an embankment, injuring the horse.

In Pittsburgh, police reported a rash of minor skidding accidents Saturday night as the storm brought the season's worst driving conditions.

Most of the accidents were of the fender-bender variety, but snarled traffic throughout the city.

Adding to the hazardous driving conditions were high winds which drove the snow at vision-blocking velocity.

Despite winter's last licks, some 6,600 hardy souls attending opening night at the Meadow's racetrack in Washington County Saturday.

The National Weather Service forecast called for the large and intense storm system to move slowly into New England overnight Sunday, bringing some relief from the cold weather.

T.L.E.N. Aug. 8, 1973

\$1,446,611 in State Tax Rebates Due Owners of Flooded Realty

The commonwealth will pump \$1,446,611.19 into the region's economy before the end of the year in the form of tax rebates to the owners of 16,073 properties affected by the flood in 27 communities.

Of the total, \$511,314.05 will be for county taxes and \$935,297.14 for municipal taxes.

A tabulation of the rebates was prepared by Thomas Garrity, director of the Luzerne County Assessors Office; Tony Barlik, deputy director, and Eugene Kuchinski, director of the County Data Processing Center.

Signed applications from the affected municipalities are to be returned to the assessors office by Aug. 15 after which they will be hand-carried to Harrisburg by Elliott H. Gates, consultant to the Department of Community Affairs.

Upon receipt of the money, made possible by a grant from the Department of Community Affairs, the county will send refunds to

eligible property owners. An escrow account will be set up to handle the refunds to the municipalities with the county sending out these checks also.

The two requirements to be eligible for a refund are that the property owner must have paid the 1972 taxes and the owner of the property at the time of the flood must still be the owner of the property.

The county and municipal rebates are for 1972 taxes only, it was emphasized by Garrity and Barlik.

School districts will have to apply to the Federal government for rebates as will the county Institution District, it was explained.

Gates said that for 1973 the state will pay 80 percent of the tax loss directly to the affected municipalities to replace that revenue.

The tax loss was arrived at by taking the difference between the amount budgeted for 1972 and the average tax collected for the three previous years, 1969-70-71.

A table showing the municipality, the number of properties affected, old assessment, new assessment, old taxes, new taxes, loss, county rebate, municipal rebate follows:

Town	Properties	Old Assessm't	New Assessm't	Old Taxes	New Taxes	Co. Rebate	Mun. Rebate
Butler Twp.	13	\$ 37,419	\$ 23,960	\$ 2,570.07	\$ 1,989.56	\$ 124.21	\$ 16.90
Conyngham Twp.	152	286,040	193,800	19,365.01	13,458.89	1,282.40	261.72
Duryea	112	222,930	170,660	18,436.38	14,113.58	768.44	940.86
Exeter	82	325,730	260,570	23,647.97	18,917.33	957.86	775.41
Exeter Twp.	37	112,260	75,280	7,600.01	5,096.45	543.62	258.86
Edwardsville	401	4,331,230	1,880,170	353,861.81	153,610.05	36,030.74	36,765.90
Forty Fort	1,604	6,730,080	4,265,750	576,768.85	365,575.50	36,225.92	46,822.27
Hanover Twp.	1,097	4,456,650	2,127,370	435,415.40	207,844.62	34,240.54	58,232.00
Hunlock Twp.	67	171,970	128,990	9,922.67	7,442.75	631.78	214.90
Jenkins Twp.	93	235,850	150,610	17,405.72	11,114.99	1,253.01	775.73
Kingston	4,597	25,691,970	15,273,190	2,253,188.19	1,339,460.86	153,156.39	218,794.38
Larksville	7	57,150	40,810	5,012.05	3,579.04	240.19	343.14
Luzerne	101	285,680	197,200	23,911.47	16,505.70	1,300.65	1,504.16
Nanticoke	69	142,920	91,270	12,248.28	7,821.92	759.21	1,084.65
Nescopeck	13	50,400	33,600	3,815.27	2,543.54	246.93	168.00
Nescopeck Twp.	27	41,840	27,820	2,916.25	1,939.05	206.10	56.08
Plymouth	807	2,989,540	1,809,590	262,183.01	158,701.47	17,345.19	24,778.96
Plymouth Twp.	238	560,270	338,170	40,451.51	24,415.91	3,264.83	1,665.73
Plains Twp.	86	201,540	119,630	17,574.26	10,436.08	1,203.33	1,186.97
Pringle	26	85,550	60,320	6,604.44	4,656.70	370.89	264.90
Shickshinny	252	730,490	452,400	47,993.35	29,722.78	4,087.98	3,615.17
Swoyersville	1,490	4,203,570	2,515,810	348,476.83	208,561.33	24,810.51	27,341.96
West Pittston	538	2,776,710	2,121,660	194,925.14	148,940.56	9,629.34	6,223.00
West Wyoming	132	539,100	418,220	38,653.50	29,986.44	1,776.90	1,329.68
Wyoming	48	1,161,320	512,800	79,782.74	35,229.37	9,533.29	5,188.16
Pittston	15	112,770	87,330	9,889.93	7,658.85	373.96	585.12
Wilkes-Barre	3,969	31,810,520	20,181,310	3,669,661.81	2,234,732.18	170,949.84	496,102.53
Grand Total	16,073	\$88,351,490	\$53,568,340	\$8,482,281.92	\$5,064,055.50	\$511,314.05	\$935,297.14

Remain Ahead

Expos Down Cubs

Montreal (AP)—Left-hander Balor Moore held Chicago hitless until Glenn Beckert doubled to drive in the first of three Cub runs in the seventh inning, but the Montreal Expos held on for a 7-3 victory Monday.

Beckert's double to the left-field corner came after Jim

Hickman and Andre Thornton had coaxed walks from the hard-throwing sophomore. Randy Hundley then followed with a single to drive in the other two Chicago runs.

Moore, 6-10, was in trouble in the first when he walked two batters but fanned Ron Santo to end the threat and then proceeded to retire 17 batters in a row before walking Hickman with one out in the seventh.

The Cubs chased Moore, recalled by the Expos from their Peninsula farm club in the International League July 31, in the eighth on consecutive singles by Don Kessinger and Billy Williams.

Mike Marshall relieved, nailing down Moore's second straight victory since rejoining Montreal. Moore shut out the

Junior Golf Event At Irem on Sunday

Irem Temple Country Club junior golfers will compete in their annual tourney this Sunday. Junior members will have a starting time at noon. It will be individual play with members using their club handicap. Golfers under 21 will be eligible for action.

Wilkes Maintenance Employees to Unionize

T.L.N. Aug 3, 1973
Maintenance employees of Wilkes College are about to become unionized according to unofficial reports reaching this newspaper Tuesday night.

According to the report, negotiations are now taking place between the college's administration and representatives of the Laborers International Union. Negotiations were reported as running "smoothly."

Employees have never had a union at the college and it has been reported the maintenance personnel in particular have been attempting to become unionized since the 1972 flood.

AUG 15, 1973 TREN

Nonresident Cannot Fix Flood House

Board of Appeals for the Wilkes-Barre City Building Code has handed down three decisions following appeal hearings conducted at City Hall August 9. Two of the decisions upheld action taken by City Building Inspector Edward Hayes and the third sustained an appeal taken by a property owner.

In the case of Walter Kimms Jr., R D2, Plains, who sought to get a building permit enabling him to do flood repair work on a house at 43 Terrace St., the board declined the appeal.

In a decision approved unanimously by five board members, Gottfried P. Csala, chairman, wrote:

"This board is in great sympathy with Mr. Kimms regarding the financial hardship inflicted upon him by the flood of June, 1972. There are thousands of other property owners like Mr. Kimms in this city, some board members amongst them, who have had similar losses.

"The City Ordinance, file of Council #15, of 1971, Section 102 (e) clearly states that only home owners presently residing at the building to be rehabilitated may be granted the right to carry out the necessary construction work on their own and be given a permit to do so. This board is not aware of any particular reason to exempt Mr. Kimms from this requirement and to treat him differently before the law than many other home owners in this city in very similar circumstances. This board, therefore, very reluctantly declines his appeal for issuance of a building permit."

In a second decision Addy Asphalt Company, which has a \$693,000 contract with the Redevelopment Authority for construction of the Parsons Land Development Project, was directed to pay a proportionate building fee to the city for the cost of installing all sidewalks in the project.

With four affirmative votes and one abstention, the board ruled: "The installation of concrete sidewalks clearly falls within the mean of the word 'structures' contained in Wilkes-Barre City ordinance, file of council #2 of 1954, Section 100, paragraph 8 (a) and has traditionally been so interpreted by the Bureau of Building Inspection. This board can, therefore, see no reason why in the case before it the appellant should be exempted from this obligation, notwithstanding the fact that the appellant company has, indeed in the past carried out sim-

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Appellant Atty. J. Campbell Collins, who had been directed to repair a sidewalk in front of a gasoline service station at 54 S. Washington St., with concrete instead of blacktop, won his appeal. The building inspector had issued a permit, but refused to accept the blacktop job after it was done.

The board unanimously ruled: "It was ascertained that the repairs of sidewalk actually carried out were limited to two holes representing only a small fraction of the existing sidewalk area. The resurfacing of said sidewalk with a thin coating of new blacktop is not to be considered a necessary 'repair' but serves rather as surface treatment to achieve a more uniform and esthetic appearance of said sidewalk. This appeal is therefore sustained."

Board held in abeyance an appeal of Grosek & Sons, Plains, from an order to use non-combustible material around door jams and window frames in Washington Towers now under construction on S. Washington St. Matter is being referred to BOCA for an interpretation.

TILEN Aug 6, 1975

Flood Forms For State Aid At 2 Churches

Assistance for Filing Set in South Wilkes-Barre

The Flood Victims Action Council and Roman Catholic Passionist Order were joined by volunteers in an intensive coverage of the South Wilkes-Barre area distributing leaflets to prepare residents for the informational session to be held Monday afternoon and night for flood victims who would like to apply for the state flood grants.

Persons interested in applying should bring their SBA loan number, SBA evaluation of total loss and any other pertinent SBA information relating to the flood of 1972.

The Flood Victims Action Council has carried on a series of informal meetings to help flood victims get through the mass of red tape so that they can take advantage of the fund to which they are entitled. This series has been cosponsored by the State Department of Community Affairs.

Of particular interest to the group that will be in the South Wilkes-Barre section Monday are those elderly people who do not have transportation to get to the two meetings at S. Therese's Church from 4 to 8 p. m. and at the Central Methodist Church from 7:30 to 10 p. m. Volunteers canvassed the area Saturday from 8 a. m. to 6 p. m., making arrangements with the aged to provide transportation for them for the Monday meetings.

The group of Passionist volunteers are staying at St. Anne's Passionist Monastery in Scranton. Thirty young men of the area are employed with the Inter-Faith Flood Recovery Association, a religious group dedicated to the task of flood recovery.

Volunteers gave out pamphlets and leaflets informing the flood victims of Monday meetings. The last date for applying to the state for flood-relief money is Sept. 7.