

Correspondence: Schechter, Edward,  
1972 July - 1973 March



7MR

RECEIVED

AUG  
July 31, 1972 1972

JUDGE MAX ROSENIN  
UNITED STATES CIRCUIT JUDGE  
WILKES-BARRE, PENNSYLVANIA

The Honorable Max Rosenn  
Rosenn, Jenkins and Greenwald  
Blue Cross/Blue Shield Building  
Wilkes-Barre, Pa. 18701

Re: Transportation Subcommittee, CRC

Dear Max:

I have added Jack Conyngham to the list of members of this committee  
which I previously gave to you.

Sincerely,

ES/k

E. Schechter



Answer

July 31, 1972

The Honorable Max Rosenn  
Rosenn, Jenkins and Greenwald  
Blue Cross/Blue Shield Building  
Wilkes-Barre, Pa. 18701

Re: Community Recovery Council

Dear Max:

For your records I am enclosing a copy of the letter which we sent to Secretary Kassab last week on the subject of obtaining a Federal expeditor assigned to this community from the Department of Transportation.

My committee on transportation is composed of the following:

Jack Schmitt, Tom Bigler, Leo Corbett, Ed Heiselberg, Tom Kiley, Cliff Bigelow, and Jim Adonizio.

We have scheduled our first meeting for breakfast at the Treadway on August 4th at 8:00 A. M. I know that you have an enormously busy schedule but certainly if you are available, we would welcome you at the meeting.

Two minor comments on our Saturday meeting:

1. Do you think it would be possible to get Tobin or his deputy, Molter, to attend these CRC meetings? In my opinion it would be useful.
2. Why is it that so much publicity is channeled through ABC - WNEP - TV? It seems to me that our community-wide matters ought to be offered to the three major networks, and let them choose whether they want to broadcast the material jointly, or take individual positions.

I appreciate the opportunity of working with you in what I hope will be a useful activity.

Sincerely,

ES/k

E. Schechter

Ref  
Ref



*Flood file*

## **STRESSTEEL CORPORATION**

221 Conyngham Avenue, Wilkes-Barre, Pennsylvania 18702  
717-825-7381

July 31, 1972

The Honorable Max Rosenn  
Rosenn, Jenkins and Greenwald  
Blue Cross/Blue Shield Building  
Wilkes-Barre, Pa. 18701

Re: Community Recovery Council

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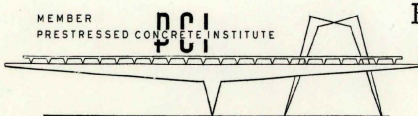
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Sincerely,

*E. Schechter*  
E. Schechter



ES/k



## STRESSTEEL CORPORATION

221 Conyngham Avenue, Wilkes-Barre, Pennsylvania 18702  
717-825-7381

July 28, 1972

On behalf of: Recovery  
Community Redevelopment Council  
c/o Greater Wilkes-Barre Chamber  
of Commerce,  
Wilkes-Barre, Pa.

Secretary Jacob G. Kassab  
Department of Transportation  
Commonwealth and Forster Streets  
Harrisburg, Penna. 17120

Dear Secretary Kassab:

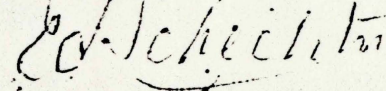
I enjoyed the opportunity of meeting you on Wednesday at the PHIA meeting and I appreciate, on behalf of our Wyoming Valley community, the interest you expressed in helping us and in doing everything possible to expedite the early completion of the bridges we need across the Susquehanna.

Our informal suggestion re the appointment of a special Federal deputy to Wyoming Valley for purposes of improving the coordination between the community's needs, PennDOT, and Federal DOT, and to expedite and cut red tape to achieve the early completion of the North Street bridge and the North Cross Valley Expressway, has been met with favor by Congressman Flood and by Mr. Francis Tobin, OEP Director for this area.

If you still agree that this is a good idea, we would appreciate your initiating the necessary request to the Federal Department of Transportation. We hope that in this way DOT, following the example of other Federal agencies who have appointed similar special deputies to this area to aid in flood relief, can cooperate to its maximum extent in meeting the needs of the people of our community.

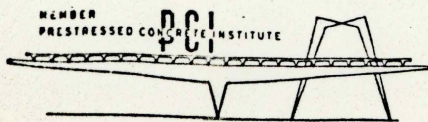
If we can be of any help in achieving this objective, please let me know.

Sincerely,



E. Schechter

ES/k





**STRESSTEEL CORPORATION**

221 Conyngham Avenue, Wilkes-Barre, Pennsylvania 18702  
717-825-7381

July 31, 1972

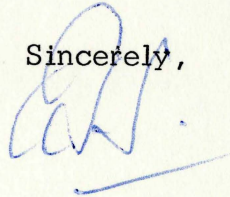
The Honorable Max Rosenn  
Rosenn, Jenkins and Greenwald  
Blue Cross/Blue Shield Building  
Wilkes-Barre, Pa. 18701

Re: Transportation Subcommittee, CRC

Dear Max:

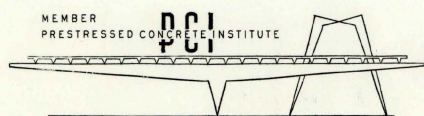
I have added Jack Conyngham to the list of members of this committee  
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Sincerely,



E. Schechter

ES/k





*Flood Control*

## **STRESSTEEL CORPORATION**

221 Conyngham Avenue, Wilkes-Barre, Pennsylvania 18702  
717-825-7381

August 8, 1972

The Honorable Max Rosenn  
Federal Office Building  
Main and South Streets  
Wilkes-Barre, Pa. 18703

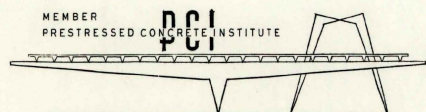
Dear Max:

I think we have neglected, because we feel it is so obvious, one important consideration which should receive formal action at our next meeting. I was about to bring it up today as "other business", but did not want to delay the Secretary.

I think we need a strongly worded resolution from Flood Recovery Task Force, Inc., that it is the intention of the community to rebuild in those flood affected areas which are outside of the river dikes.

This may seem like an unnecessary resolution - the intention has been voiced by many people to rebuild and there is firm resolve that this will be done. However, I sense that the resolution is necessary because I see on the periphery of the political and beauracratc community certain strong forces who question whether they can give government financial support to rebuilding on what they define as the flood plain - the entire area from north and west of Wyoming Avenue in Kingston and Forty Fort, across the river to the south and east side of Pennsylvania Avenue and the railroad tracks in Wilkes-Barre. I believe the Corps of Engineers defines this large area as the flood plain.

Lt. Governor Kline indicated that state funds may be withheld from those who rebuild on the flood plain. (See 8/2 clipping attached). Commissioner Ed Wideman has indicated that we might defer mid and long range decisions concerning trasit in the county until we are informed as to whether support will be given to rebuilding the city and the adjacent communities in their pre June 22nd locations.



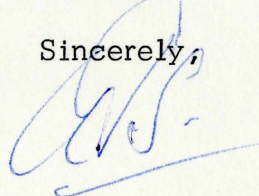


August 8, 1972  
Judge Max Rosenn  
Page 2.

These doubts must be quickly dissipated. The Corps of Engineers must, in my opinion, be advised to adopt other remedies for possible future floods than just withholding federal funds or encouraging people to move out. Our county and local officials must be given the confidence that full State and Federal support will be provided from all agencies to those who rebuild. I believe a unanimous resolution from our group can go a long way towards accomplishing this result.

If you agree with me, I would appreciate your putting it on the agenda for discussion and resolution at our next meeting.

Sincerely,

A handwritten signature in blue ink, appearing to be 'E. Schechter', with a stylized flourish at the end.

E. Schechter

ES/k



Flood Gm

## STRESSTEEL CORPORATION

221 Conyngham Avenue, Wilkes-Barre, Pennsylvania 18702  
717-825-7381

August 11, 1972

The Honorable Max Rosenn  
Federal Office Building  
Main and South Streets  
Wilkes-Barre, Pa. 18703

Dear Max:

I am going away over the weekend and there are some matters of which you should be informed just to keep abreast of my activities.

1. Transit matters in the Wilkes-Barre area. We had another meeting yesterday with the county commissioners at which PennDOT and their consultant suggested immediate consideration of a public transit system. The commissioners hope to maintain the present subsidy until the North Street bridge is built, and on this issue will have the support of Secretary Kassab. However, as this means a minimum subsidy of something like \$5,000,000 for the two year period, we argued that it was unrealistic to assume it would continue. The commissioners asked me to chair a committee on which Frank Henry, Jack Conyngham, Julius Landau, Ed Heiselberg, and Jack Holt will serve, to prepare a report on the relative merits of the two possible forms of county directed public transportation - a transit authority or a county department of transportation. Our work has started. We will be using Joe Quinn to help us on the legal matters. We expect to have a draft ready in about 10 - 12 days.

2. Since my very unsatisfactory meeting with Secretary Kassab on Wednesday, I have not made any further efforts towards obtaining a resident engineer expeditor from either the Penn or Federal DOT. I agree that this issue is only a small part of the fight going on between state and federal authorities, and until the larger issue is resolved we may not get anywhere on our requests. I do not want to let this matter slide too long, however, and would like to talk to you early next week on how we best can coordinate our efforts, perhaps through the legislators during the meeting on August 18th.

3. A preliminary report by Cliff Bigelow to my committee yesterday indicates that matters are much worse with the North Cross Valley Expressway than any of us had believed. There are many stumbling blocks and obstacles in the way of this structure, and it is not being handled on anything very much more than a routine basis.





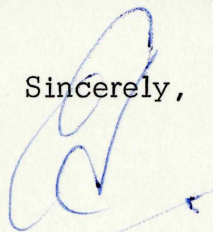
August 11, 1972  
Judge Max Rosenn  
Page 2.

4. Local traffic problems and shortterm solutions are being well handled by the combination of Civil Defense - Townend, Wilkes-Barre city, our committee (Bigler and Corbett), PennDOT, who has a traffic engineer in this area now (Don Wilshire), and PennDOT's consultants, Boles and Smyth, who are very effective and operating well.

5. Because some of our work and possible minor accomplishments have already created friction with others operating in this field, particularly General Townend, I have requested all of our committee members to be guided by the principal that we seek the lowest possible profile with the least possible publicity for anything which we are doing. Credit in each instance for any accomplishment should go to the local, state, or civil defense officials involved. I have personally talked to General Townend about one conflict of last week and hope I have resolved that problem. I do feel that you should know that this type of tension has come up, although at this time I do not request any help.

If you do have the opportunity, please call me early next week. Perhaps we can get together for a few minutes before the meeting on Friday, August 18th.

Sincerely,



E. Schechter

ES/k  
cc: A. Hourigan  
E. Lashford

\*For planning, that is, the implications of short term solutions - money - is a major problem right now. I intend to get deeper into this in the next few days, after talking more with Leo Corbett.



*Flood Cr*

**STRESSTEEL CORPORATION**

221 Conyngham Avenue, Wilkes-Barre, Pennsylvania 18702  
717-825-7381

August 18, 1972

On Behalf Of:  
Flood Recovery Task Force, Inc.

Secretary Jacob G. Kassab  
Department of Transportation  
Commonwealth and Forster Streets  
Harrisburg, Penna. 17120

Re: Coordination of Transportation Problems,  
Wyoming Valley

Dear Secretary Kassab:

On behalf of this task force I want to tell you how pleased we were in hearing that PennDOT will announce the appointment of special representatives to the Greater Wilkes-Barre, Wyoming Valley area in order to help expedite our flood recovery program. We are most grateful to you for making these appointments, which we know will be of great help in solving our flood related problems.

Sincerely,

E. Schechter

ES/k  
cc: Edgar Lashford  
David Schooley  
bcc: Max Rosenn ✓





Flood R.

## STRESSTEEL CORPORATION

221 Conyngham Avenue, Wilkes-Barre, Pennsylvania 18702  
717-825-7381

August 25, 1972

The Honorable Max Rosenn  
Federal Office Building  
Main and South Streets  
Wilkes-Barre, Pa. 18703

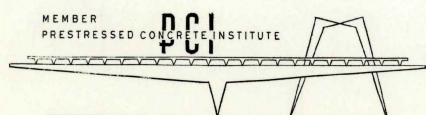
Re: Flood Recovery Task Force, Inc.

Dear Max:

I do not believe that the bi-monthly schedule of meetings which we now have for Flood Recovery Task Force, Inc., provides sufficient latitude for discussion of the various problems and projects which come up. Although I hate to establish another committee, I offer the suggestion that we have regular informal weekly meetings of what could be called the Executive Committee of the Task Force, composed of its officers and committee heads. At this meeting, progress reports should not take up the time, but rather we should discuss how to handle new problems as they emerge, and use the Executive Committee as a sounding board to establish policies for carrying out the activities of each of our committees.

These functions cannot be accomplished at a meeting such as the one we had today as the time just is not available to bring up any new matters.

As an example of what I mean, a matter was brought to my attention which I think is of serious proportions and may affect a lot of re-development. I refer to the reports I hear concerning the Wyoming Valley Sanitary Authority, its lack of speedy action towards rehabilitation, its estimate of one year before the primary treatment plant is back in operation, and its continued disregard of the State's requirement for secondary treatment facilities. In reference to the secondary treatment problem, it is reported to me that several communities have run into a major obstacle. In effect, the EDA is saying to the communities, you cannot have funds for your rehabilitation and renewal programs until we are assured that the Sanitary Authority is proceeding with secondary treatment.



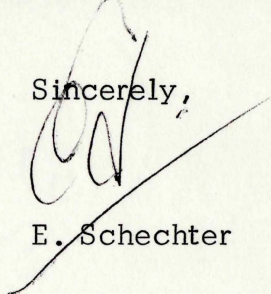


August 25, 1972  
The Honorable Max Rosenn  
Page 2.

This whole issue concerning the Sanitary Authority is complicated and, without further information, we cannot just assume that they are acting improperly, and not in the best interests of the community. It should be studied by a knowledgeable committee, who can become familiar with both the technical and the political aspects of the situation. The question we must resolve is whether this is a proper activity for the Flood Recovery Task Force and, if so, who should head up the committee.

I have asked Ed Heiselberg to write you more of the details on this situation. His letter should be read along with mine to give you background information. I will be pleased to discuss it with you at your convenience. I will be out of town Tuesday and Wednesday of next week, but will be in my office all day Monday, and Thursday and Friday.

Sincerely,



E. Schechter

ES/k  
cc: Ed Heiselberg



mm

## STRESSTEEL CORPORATION

221 Conyngham Avenue, Wilkes-Barre, Pennsylvania 18702  
717-825-7381

August 28, 1972

The Honorable Max Rosenn  
Federal Office Building  
Main and South Streets  
Wilkes-Barre, Pa. 18703

Re: Wyoming Valley Sanitary Authority

Dear Max:

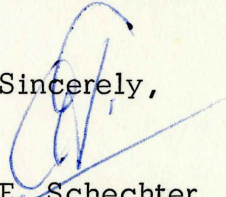
Please refer to my letter of August 25th in which I mention the problem of the Sanitary Authority. I have, since that time, made several inquiries and I find, as I suspected, that this problem is extremely complicated and not one which can reach an easy solution. Lester Shapiro, who is my principal source of information, and a member of the Sanitary Authority Board, would be very willing to have a special committee of the Task Force work on the problems of the Authority. I think it is something which should be considered.

Lester confirms that EDA funds are being held up because of lack of commitment on secondary treatment facilities. He has many reasons why this is an unreasonable attitude, and is convinced that the Sanitary Authority Board is unanimous against secondary treatment at this time.

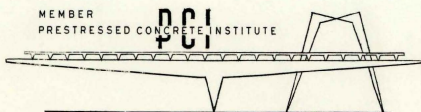
The rumor I heard that primary treatment could not be re-started for about one year is false. The Corps of Engineers have taken over rehabilitation of the Sanitary Authority facilities and are planning to have this in operation within 4 - 8 weeks from today.

I still feel this is a subject for discussion at a Flood Recovery Task Force meeting.

Sincerely,

  
E. Schechter

ES/k  
cc: E. Heiselberg





Flood

**STRESSTEEL CORPORATION**

221 Conyngham Avenue, Wilkes-Barre, Pennsylvania 18702  
717-825-7381

September 13, 1972

The Honorable Max Rosenn  
Federal Office Building  
Main and South Streets  
Wilkes-Barre, Pa. 18703

Re: Inaccurate Press

Dear Max:

On three occasions in the last week the Times-Leader, Evening News has published stories which have been vehemently denied by the principals.

1. A 9/7/72 story, "Plans Unveiled For 3rd Bridge", has been personally denied to me as untrue by Harrington, Kassab, and all local PennDOT officials.
2. A 9/12/72 story, "Free Buses Cause Firms to Seek More Drivers", has been vehemently denied to me as untrue by Carlucci in those instances where he is quoted.
3. A 9/13/72 story, "Contractors Quit Work on HUD Projects", Carlucci stated to me that he does not know of any such situation and that the statement of late payments to contractors is untrue.

This bad press is disruptive to all concerned and creates a lot of confusion and difficulty of which I am sure you are more aware than I. If there are deliberate motives behind this type of thing, it may be very difficult to stop, but it also may be worthwhile trying. Do you think David DeCosmos committee can get into this, or is it something which has to be handled at a higher level.

Sincerely,

*Edn*  
E. Schechter

ES/k  
attach.





in nuclear engi ng. from John L. Penkava, research

9/7/72

# Plans Unveiled For 3rd Bridge Across River

East Side-West Side area of re. Central Luzerne County can expect not only one or two but three new bridges in its future.

This was disclosed yesterday when PennDOT reportedly uncovered plans for a new bridge linking the South Wilkes-Barre (Goose Island) area with Route 11 via Academy Street on the east side and the Narrows area (Route 11) on the west side.

The widening of Academy Street from South Main Street west to the Susquehanna River to connect with a new bridge at a 90-degree angle to the Wilkes-Barre Railway Connecting Bridge is part of an ambitious plan mapped some time ago and shelved because of the large expense of property damages.

With these properties now faced with considerable losses in addition to a high cost of replacement, as a result of the flood, PennDOT has resurrected the plan for another connecting link with the Pennsylvania Boulevard via a section of Hazle Avenue.

As a result of the flood damages, PennDOT eyes the plan for another bridge as comparatively inexpensive in property damages and has measured the practicality of resurrecting plans as part of a long-range program.

Federal, state and local officials recognized the immediate need for the temporary bridge at North Street with the Federal government picking up the entire cost.

While the North Street temporary bridge is viewed as part of the answer to the transportation problem resulting from the flood and destruction of the permanent span, the projected plan for the North Cross Valley Bridge is seen primarily as an expedient for through traffic from Route 11 and Route 309 connecting Routes 115 and 315 and Interstate 81 in a north section.

This picture still leaves the bulk of traffic on the North Street and Market Street Bridges, a condition which has

proved ineffective for carrying the vast amount of cars between the east and west sides of the Susquehanna River.

Though the North Street permanent span will be two lanes with an east bound lane skirting around the lower reaches of the Luzerne County Courthouse, the arrangement is sized up by PennDOT as insufficient to handle a projected traffic flow in the next decade.

PennDOT, which also advocates a widening of River Street, has hinted its reasoning is based on the vast number of automobiles in that area as a result of the increased number of stu-

dents at three colleges—Wilkes, King's and Luzerne County Community College.

One of the early plans was a bridge at West River Street also connecting with the east side at a point north of the Wilkes-Barre Connecting Railroad. Widening of South Street in the Wilkes-Barre redevelopment Authority program is part of the original scheme which also was shelved, also because of the vast amount of property damages in the area now occupied mainly by Wilkes College campus and its new, modern Eugene Shedden Farley Library and the Dorothy Dickson Darte Fine Arts Center.

PennDOT officials point out the original plan for the Academy Street widening and connecting link with a new bridge over the Susquehanna River would accommodate a large amount of vehicles entering and leaving the college sector and Central Wilkes-Barre City now served via the Market and North Street Bridges.

Corps of Army Engineers, which presently is focused on strengthening the levees on both sides of the Susquehanna River, says it is not interested at present in getting involved in any plan of highways atop the dikes as part of a projected plan for bridge overpasses and connectors.

The point on the dike at which the Academy Street link with the bridge is planned has been used as an overpass for vehicles entering and leaving Riverside Park area and had deteriorated somewhat prior to the flood of June, 1972. It had been the target of frantic efforts by Wilkes-Barre City Public Works Department to repair properly and raise to level on the eve of the flood.

Corps of Engineers reportedly has told Wilkes-Barre City officials and PennDOT planners it will not entertain any ideas for roadways on the dike at this Gene, preferring to strengthen levees.

*9/8 This article was  
denied by Harrington  
and Hawk.*



9/12/72

TIMES-LEA

## Free Buses Cause Firm To Seek More Drivers

Free bus service is catching on in Wyoming Valley.

Wilkes-Barre Transit Company has advertised for drivers and the people are apparently happy about leaving the driving to the professionals.

White Transit Company which serves another area of Wyoming Valley also reports increasing response to the gratis rides.

Increasing number of patrons is reflected by the standees in many conveyances particularly during the rush periods.

Patrons have learned it's cheaper (no charge) to ride the buses and leave the driving to the bus people.

Office of Emergency Preparedness which is picking up the tab hopes to encourage persons to use the buses thereby reducing the number of automobiles and opening the traffic lanes to expedite all vehicles.

Bus drivers are not too happy about some traffic lanes, particularly in Wilkes-Barre City. They report violation of traffic rules has narrowed the traffic lanes and caused traffic jams, particularly on S. Franklin Street where the bulk of Market Street Bridge traffic moves because of the halting of north bound traffic on S. River Street.

Wilkes-Barre police are attempting to open the traffic lanes by enforcing the parking restrictions, particularly in the central city.

Contractors have complained to city hall and their gripes about the "white" tickets have received little sympathy because City Manager Bernard Gallagher has assured Frank Carlucci, the President's personal representative, that he will see to it that the traffic lanes are opened.

Carlucci has stated the OEP will support the free bus service

through October 18 and he has indicated another plan will be implemented to provide a similar service while the North Street Bridge is out of service.

Both Jack Holt, vice president and general manager of Wilkes-Barre Transit Company, and Frank Henry, president of White Transit Company, have pledged their cooperation in providing top-flight service which includes free bus transportation to the 22 mobile home sites in Wyoming Valley.

The free bus service also is a boon to the transit companies which were faced with declining patronage prior to the flood.

Carlucci has stated the free service will prevail as long as there is no North Street Bridge. This will take patrons through the Christmas holidays season and those who have experienced the free bus transportation say "you can't beat it, considering the traffic intensified by private vehicles."

A South Wilkes-Barre resident who is "sold" on the free bus rides observed private vehicles on Carey Avenue and Academy Street the other morning with a large majority of cars—private vehicles—occupied by one person—the driver.

Wilkes-Barre City officials have record of a traffic survey conducted shortly after World War 2 in which Osborne Associates of Boston, emphasized the need for giving priority to buses because the "mass transit provides service to more people per individual conveyance."

Osborne Associates stressed the importance of prohibiting buses entering into the heart of the city and recommended terminals at S. River and Market Streets and N. Washington and E. Market Streets.



SEPTEMBER 13, 1972

## Contractors Quit Work on HUD Projects

Electrician Says  
He Cannot Get  
\$500,000 Due Him

About a dozen plumbing, electrical and mechanical contractors engaged in the erection and servicing mobile trailer homes have left the program because of not getting paid by the Federal government, a contractor still in the program said Tuesday night.

The contractor said only about six or seven contractors remain in the entire HUD program and the work load has increased, but a burden is placed on the contractors because no money is coming in.

The contractor, in the electrical field, said HUD owes him more than \$500,000 for work thus far in the flood relief program. He said he has tried to get his money, but to no avail.

He said he realizes the Federal government will pay the money eventually, but that is no help to the contractors because they must pay the suppliers and the men. This particular contractor said he has 200 men employed in flood relief work and has met every payroll by going to the bank and borrowing money each payday.

He said he is getting the run-around. He stated: "The HUD office here sends you to Scranton. They go over the papers and contracts up there and send them back to Wilkes-Barre to be checked, then its back to Scranton and on to Washington."

The contractor stated: "I don't know what Washington does. All I know is that we are not getting paid and about a dozen contractors quit the government work. That left more work for us who stayed."

He said: "If it wasn't for the local banks discounting our invoices from the federal government my firm would be out of business, but even with that, we can't borrow any more large sums of money for payroll and supplies."

"They were supposed to pay us every 15 days," the contractor claimed, "but to date little or no money has come in."

He added: "Everytime I try to call (Frank) Carlucci I get the run-around. Either he's busy, not in or he's out. It's always something like that. The same thing happens when you call the other government offices. It's always passing the buck, no one knows anything, but when they need the work done, they find you."





*Cross Valley Expressway*

OFFICE OF  
SECRETARY OF TRANSPORTATION

COMMONWEALTH OF PENNSYLVANIA  
DEPARTMENT OF TRANSPORTATION  
HARRISBURG, PENNSYLVANIA 17120

November 22, 1972

Mr. Edward Schechter  
Flood Recovery Task Force, Inc.  
Hotel Sterling  
Wilkes-Barre, Pennsylvania 18701

Dear Ed:

Reference is made to your letter of November 17, 1972 and to our prior telephone conversation concerning the schedule for the completion of the Cross Valley Expressway Bridge, our L.R. 1052, Section 2.

Let me say at the outset that the schedule given to you, a copy of which you attached to your letter, is not the schedule that I have established for this project.

I can advise you that plans for placing the approach embankment on the west side of the Cross Valley Expressway Bridge are in our Dunmore office. I have advised Mr. Harrington that his Contract Management Unit must complete the preparation of the contract proposal for this project within two weeks. This means that the proposal will be in this office on December 5, 1972. I will press the Federal Highway Administration for early approval of these plans and the proposal so that we may advertise the project during the month of December and receive bids in January of 1973. This work involves the placement of one and one-half million cubic yards of earth and is an essential part of getting the Cross Valley Bridge completed to Rutter Avenue, which is the first exit on the west side of the bridge. It is also important, because of soil conditions in this area, that this embankment be allowed to stand for a period of time so that the soil will be consolidated.

As was indicated in the schedule given to you for the sub-structure of the bridge itself, there are three phases involved in getting this work to contract: (1) Design, (2) Public Utility Commission action, and (3) Right-of-way clearance. We have asked the Public Utility Commission for a field view on the project and due to my relationships with the Public Utility Commission, I do not anticipate any hold-up due to lack of a P.U.C. order. We have run into minor complications with right-of-way clearance for the east end of the structure. This being the case, I have directed that the portions of the structure involved in right-of-way problems on the east bank be deleted from the sub-structure construction project, and that we go to a letting as soon as possible with all of the river piers. We will then include the placing of the abutments and piers not included in the first contract into the second contract, which is essentially the super-structure for the bridge.



Mr. Edward Schechter

-2-

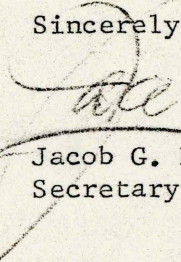
The consultant did submit to us the design of most of the pier work. There were some corrections to be made to these drawings, and they have been returned to the consultant. He has been directed to have these corrections made and the plans back into our hands no later than November 29, 1972. This will enable us to prepare the contract proposal and perform the necessary reviews during the month of December and advertise for the placement of these river piers early in January of 1973.

It would normally take two construction seasons to complete the river piers. I intend, however, to secure permission of the Federal Highway Administration to double shift the construction of these piers so that they will be completed by mid construction season of 1974.

Our consultant has been directed to furnish to us the construction drawings for the super-structure of this bridge by March 1, 1973. Allowing one month for review of the consultant's drawings and the preparation of the proposal for this work means that the super-structure project should be ready for bidding in April of 1973. It would normally take more than two construction seasons to complete the super-structure of the bridge since the placing of the concrete deck and the parapets is a very time consuming operation. Again, I will attempt to secure the Federal Highway Administration's approval to double shift this work so the super-structure is completed by the end of 1974.

All of my forces have been alerted to the above schedule and have been directed to inform me personally of any slippage in the schedule so that I may take the necessary steps to see that the project does move according to this schedule.

Sincerely yours,

  
Jacob G. Kassab  
Secretary of Transportation



FLOOD RECOVERY TASK FORCE, INC.

HOTEL STERLING

WILKES-BARRE, PENNSYLVANIA 18701

717 - 829-1981

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Edward Schechter

Andrew Shaw, Jr.  
Executive Director

December 26, 1972

Reply to:  
E. Schechter  
Stressteel Corporation  
P. O. Box 190  
Wilkes-Barre, Pa. 18703

Mr. Jacob G. Kassab  
Secretary of Transportation  
Commonwealth of Pennsylvania  
Department of Transportation  
Harrisburg, Pa. 17120

Re: Cross Valley Expressway  
Bridge, LR 1052

Dear Jake:

Please refer to your letter of November 22nd and my answer of December 4th. Since that time, working with the Economic Development Council of Northeastern Pennsylvania, we have prepared the enclosed report, "Emergency Status of the Cross Valley Expressway (LR 1052) As a Result of Tropical Storm Agnes".

This statement is an attempt to provide local support to the effort your Department will make to secure FHWA approval to double shift the work on both the substructure and superstructure of the bridge.

We have tried to make this report as objective as possible, while presenting forcefully the local position. Discussions with consultants working in this area have led me to believe that the data now being collected, (see Appendix A), will substantiate a significant portion of the statements we have made.

At this time I am only submitting this report to you. If you feel it is a useful document, there are additional copies available for distribution to the FHWA, the regional planning councils, local redevelopment agencies, etc. Our primary purpose, however, is to reinforce the position which you intend to take on our behalf and, therefore, we will only distribute the report to those people who you feel can be served by it. I would appreciate hearing from you or your planning people promptly to determine what distribution should be made.

b.c. Hon Max Rosenn  
A. Shaw

ES/k

Sincerely,

E. Schechter



## In Honor Of Mississippians

### A Bridge Called Friendship

"Under construction: Coast-to-Valley bridge."

This was the title of a featured article in a weekend supplement of the Biloxi Daily Herald, shortly before the whirlwind trip here last weekend of the spirited group of citizens and municipal leaders from a half dozen Gulf Coast communities.

Pictured on the cover of the supplement, which is called "Mississippi Scene," was a local artist's drawing of a "bridge" connecting south central Mississippi to northeastern Pennsylvania. The feature was designed to stimulate even further interest on the part of leaders of the area to pay a second visit to Wyoming Valley, and to identify with the "spirit of Christmas," in addition to helping boost morale of flood victims.

The visit of some 60 business and civic leaders of the Gulfport-Biloxi area, together with the Perkinson Junior College Choir, came as a glowing reminder to us, at the start of the Christmas season, of the "sister city" relationship which has continued between the two regions since their initial visit early in August—six weeks after the devastation of Tropical Storm Agnes. In addition, the visit was sparked by efforts of an enthusiastic group of Jaycees who, since their own disaster caused by Hurricane Camille, has undertaken to raise money annually for disaster relief work across the country.

Speaking of what he termed as a "bridge of Christmas spirit," one editor added: "Bridge building establishes lines of communication. For the builders of the 1,300 mile Gulf Coast-to-Wyoming Valley bridge," he continued to say, "there will be no concrete gratification, no visible monument for their efforts. Whatever pride or satisfaction the builders of that bridge may feel will be entirely emotional, entirely spiritual . . . but that's what Christmas is all about, isn't it?"

We in Wyoming Valley are now waiting patiently for one bridge, ruined

by the Susquehanna's wrath, to be reopened and later a bigger and better one to be built.

Residents of Wilkes-Barre have always called it the "North Street Bridge"—but if you live on the West Side, you probably call it "Pierce Street Bridge."

What better way could we show our "sister city" relationship than to name the new structure, when it is opened, "The Friendship Bridge"—and dedicate a plaque denoting that the bridge is named in honor of our southern friends who gave us aid and hope when we most needed it?

Redesignating the name of Wilkes-Barre's much needed second bridge, now being rushed to completion, would be a worthy project which could be undertaken by local Chambers of Commerce, as well as Jaycee groups representative of the immediate Wyoming Valley communities.

In this way, we could give something in return for all they have done for us—and have a concrete, visible reminder of their goodwill efforts.

### Proud Achievement

After one more flight, the Apollo program of moon exploration by manned space flights comes to an end. Fitting eulogy should be paid to what could prove to be the proudest U. S. achievement of this century.

The Apollo program destroyed nothing. It only added something to the stature of every American in the eyes of mankind. It only benefited the understanding, the imagination and the spirit of humanity. It has only opened up enormously fruitful areas of knowledge about how the world we live in was formed, and how it works.

Everyone of us shares in such knowledge and through it we share a little in the lives of the great discoverers of nature.

The Apollo program has been a work of merit, even of glory, in a critical time of U. S. history. If any achievement of mankind is remembered, this one will be.



**FLOOD RECOVERY TASK FORCE, INC.**

HOTEL STERLING  
WILKES-BARRE, PENNSYLVANIA 18701  
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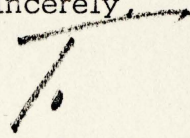
March 8, 1973

To: Betty Schechter

Re: Renaming the North Street Bridge

There is no correspondence in my file of what the FRTF wrote on this subject. I believe that all of my communications were verbal during this time. I am enclosing the last letters in my file from Harrison Smith on this subject. As you will note in his letter of December 28th to Roland Weeks, the committee's opinion is that we would await the completion of the permanent bridge before a naming ceremony and the dedication of an appropriate plaque.

Sincerely,

  
E. Schechter

ES/k  
attach.



WILKES-BARRE, PA.

From the desk of  
HARRISON H. SMITH

JAN 2 1973

STRESSTEEL

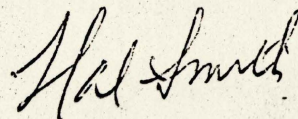
December 28, 1972

Dear Ed:

I am enclosing correspondence re the  
proposed plaque for the North Street Bridge.

Also, please note that unfortunately  
I will be unable to attend the opening of the  
temporary bridge and the luncheon on January  
3 as I expect to be out of town - on my first  
vacation since Agnes.

Yours very truly,



Harrison H. Smith

HHS:mc  
encls

Edward Schechter  
Stressteel Corp.  
221 Conyngham Ave., W-B.



FRTS IC

December 28, 1972

Mr. Roland Weeks, Jr.  
Gulf Publishing Company, Inc.  
P.O. Box 4567  
Biloxi, Mississippi 39531

Dear Roland:

Thank you very much for your letter of December 19 which I am just getting around to answering now after fighting the Battle of the Bronchial Tubes.

The subject the editorial referred to has been placed in the hands of the transportation committee of the Flood Recovery Task Force who will make recommendations on this at a later date. A temporary structure intended to ease our tremendous traffic burden is expected to be opened January 3. However, the committee feels that it would be best to await the completion of the permanent bridge, at which time such a plaque would be more appropriately dedicated.

Thank you for sending on the series of clippings in connection with Wilkes-Barre.

A Very Happy New Year to you and all our friends in the Gulfport-Biloxi area.

Sincerely,

Harrison H. Smith

HHS:mc

cc: Edward Schechter w/encls ✓



*C. Scheidt*

GULF PUBLISHING COMPANY, INC.

POST OFFICE BOX 4567 - BILOXI, MISSISSIPPI 39531

ROLAND WEEKS, JR.  
General Manager

December 19, 1972

Telephone  
(601) 896-4236

Mr. Harrison H. Smith  
Wilkes-Barre Publishing Company  
15 North Main Street  
Wilkes-Barre, Pennsylvania 18701

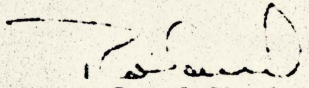
Dear Hal:

Your editorial "A Bridge Called Friendship" touched us deeply. We plan to reprint the editorial on our Editorial Page in today's paper. I am confident that it will mean a great deal to all of the citizens of the Mississippi Gulf Coast--who care about you and value the wonderful relationship that exists between our communities.

The editorial cartoon was another beautiful touch. We reprinted it on our Editorial Page last Sunday. It did more to explain what really happened in Wilkes-Barre on December 2 than all the fine stories that have been written about that occasion.

Merry Christmas and a very Happy New Year to you and all our good friends in the Wyoming Valley.

Sincerely,

  
Roland Weeks, Jr.



...only the *SUN* covers the Mississippi Coast better



# The New York Times

PHILADELPHIA BUREAU  
801 Harvard Avenue  
Swarthmore, Pa. 19081  
(215) 328-0800

Dec. 15, 1972

Dear Mr. Smith:

This sounds like a good idea. Newsworthy, too. Let me know if it comes about.

Sincerely,

*Donald Janson*  
Donald Janson



NOTE  
100-225-5500  
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100-225-5500