

Hood Recovery Task Force, Inc. Subcommittee on
Transportation, 1970 September; News paper clippings

Clippings

333

Upriver Dams, Higher Dikes to Balk Floods

Steps being taken to protect Wyoming Valley against another Agnes-type flood were explained Monday by U. S. Army Corps of Engineers.

Two corps officers, Maj. Gen. Richard H. Groves, North Atlantic Division engineer, and Col. Louis Prentiss, Baltimore District engineer, spoke on the flood problem at Monday's "Report to the People" of Frank Carlucci, flood relief coordinator.

Gen. Groves said the Agnes flood was one of 450 years frequency, meaning it would be the type flood that would be expected once every 450 years.

The dike system as it existed June 23 was capable of withstanding only a 50-year flood, according to Col. Prentiss's explanation of the situation then.

Col. Prentiss said the dike system in Wyoming Valley had subsided, and had it remained at its authorized level it could have withstood a flood of 100 years frequency.

Col. Prentiss said portions of the dike had subsided prior to the flood due to mine voids. Had the dike remained at its authorized level, which ranged up to 36 feet, the dike could have withstood a 100-year flood, he said.

Had the levee been at its authorized height, plus the addition of three more feet, the dike could have withstood a 300-year flood. "But it still would not have prevented the Agnes flood," Col. Prentiss said.

Going further, he said a subsidence-affected levee plus the proposed Tioga-Hammond and Cowanesque reservoirs would have offered protection against a 200-year flood.

Dikes at the authorized level plus the Tioga-Hammond and Cowanesque reservoirs would offer protection again against the 300-year flood, he said.

Finally, Col. Prentiss said, a dike at its authorized level, plus three more feet, plus the two reservoirs upstream, would mean protection against a 450-year flood, or the type spawned by Agnes.

Col. Prentiss declined to state any exact footage when asked what the "authorized level" was. He said this level was established following the 33.1 foot crest of the 1936 flood.

Generally, the dike level had been set at 36 feet and in some spots the levee had dropped as much as three feet due to subsidence. The Corps of Engineers had a \$1,800,000 dike rehabilitation project on the drawing boards prior to the flood of 1972.

The corps' new plan apparently would mean a level of about 39 feet. This level, plus the addition of the two new reservoirs, was seen as offering Wyoming Valley protection against an Agnes-type flood.

Gen. Groves said contracts will be let within 45 days for restoration of the Wyoming Valley dike system to its "authorized level." This will mean a rise in the level of protection from a 50-year flood to a 100-year flood, he said.

The corps will accelerate its studies in the flood area. Gen. Groves said, and reports have been ordered by December. The next step will be the three-foot boost in the dike level, Gen. Groves said.

At the same time, construction is being pushed on the Tioga-Hammond dam and work will start one year earlier on the Cowanesque dam. Completion dates respectively are 1977 and 1979, he said.

Gen. Groves also spoke on the dike break at the Forty Fort Cemetery. He said the original overtopping apparently occurred in a subsidence-affected section.

Water flowed into the cemetery, causing severe erosion, he said. As the Susquehanna continued to rise, the entire Forty Fort levee was topped, Gen. Groves said, continuing:

"As river stages dropped, the water trapped behind the levee system flowed out along Abraham's Creek through the subsided area at the cemetery, reaching the levee and overturning the sheet pile.

"It has been reported that some individuals claim to have observed a boil that occurred behind the sheet piling at the cemetery, immediately prior to overtopping. This phenomenon can be explained in light of the numerous cavities existing beneath the system as a result of mining. If the flood water had gained access to these cavities, the in-

creased pressure resulting from high stages might very well have caused boiling to occur. This possibility emphasizes the need for extreme caution in redesigning the levee system in the Wyoming Valley, which is undermined in many areas.

"In light of the foregoing, Hurricane Agnes is presently estimated to have produced at Wilkes-Barre a 450-year flood.

"The experience gained during Agnes is being incorporated into the hydrologic data base for the Susquehanna Basin and is expected to bring about significant changes in current flood definitions."

Useful definitions offered by the engineers:

Standard Project Flood: The largest flood that can reasonably be expected during the life of the project. It is derived from the worst conditions that have occurred in areas of hydrologic and topographic similarity. At Wilkes-Barre the Standard Project Flood is estimated to be 415,000 cfs under currently existing conditions (i. e., without additional upstream reservoirs).

Project Design Flood: That flood for which the project is designed is usually less than the Standard Project Flood because of economic, social and environmental considerations. In the case of Wilkes-Barre, the Project Design Flood is 232,000 cfs. This design would provide protection from a recurrence of the previous flood of record — that of 1936.

Flood of Record: The greatest flood that has occurred during recorded history. In the case of Wilkes-Barre, where records have been kept continuously since 1899, with spot readings of uncertain accuracy going back to 1784, the flood of record prior to Agnes was that of March 1936, where a maximum flow of 232,000 cfs occurred. This is estimated to be about a 100-year flood.

100-year Flood: That flood for which the chances of its being equalled or exceeded in any one year are 1 in 100. This is a statement of the odds (probability) of existing records. Consequently, a 100-year flood does not necessarily occur once in a century.

Federal Grant for Free Buses Will End October 18

The Office of Emergency Preparedness grant providing free bus service to Wyoming Valley will end October 18.

This was disclosed by James Costantino, regional representative of the U. S. Secretary of Transportation, at a meeting held Thursday at the courthouse to discuss mass transit.

Attending the session were specialists from Urban Mass Transit Administration, Washington, D. C., assigned here to help expedite creation of a public transportation system.

Also in attendance were representatives of Pennsylvania Department of Transportation, including Jack Kinstlinger, assistant secretary; representatives from Wilkes-Barre Transit Corporation, White Transit Company, Mountain Bus Lines, Williams Bus Line, Luzerne County Mass Transit Committee, county and city officials.

Kinstlinger said the state's position is that it views the emergency far beyond the October 18 deadline set by OEP for free bus service. The emergency could go beyond one year and a fair definition of the emergency should extend beyond the October 15 cutoff, he said.

Costantino said the government is interested in developing a viable mass transportation system for the area.

As of Monday, OEP had disbursed \$515,919.35 in providing the free bus transportation.

Also discussed at the session were legal points, capital grants, technical studies and a demonstration project.

Atty. Linda Watkins of UMTA explained that under Pennsylvania law, a county cannot directly operate mass transportation. She said a county could hold title to equipment and lease it to a private contractor and a county may form an authority which can operate a mass transportation system.

The Federal government is prepared to accept an application for assistance if the county forms an authority, the attorney said.

Ed Schechter, member of the county transit committee, informed Atty Watkins that the commissioners last week took steps to form such an authority.

In response to a question, Jack Holt, vice president of Wilkes-Barre Transit, said his firm would try to provide service on a fare basis after October 18. He

said the company would service the mobile home parks and noted that Wilkes-Barre Transit now carries about 300 persons each day to Frances Slocum State Park, site of a mobile home park.

Stating the downtown area can't stand any additional traffic, Edward Heiselberg, county planning director, said buses have been eliminating between 7,000 and 8,000 cars per day.

Holt said traffic was so dense Wednesday that it took buses three hours to make a round-trip between Forty Fort and Public Square.

Edward Madison, Federal UMTA official, said he estimated damage suffered by the transit firms at \$186,000. He said immediate replacement of obsolete equipment to provide minimum service would cost \$1,840,000.

Urging local officials to plan now to bring in minimum facilities to keep bus lines in opera-

tion, Madison said it would take about eight months before new equipment could be secured through capital grants.

Madison explained that 30 days are required for a public hearing and another month to get a grant approved under a crash program given top priority. He said it would then take six months to obtain the new buses.

Discussion centered on the funding of the grant and Watkins said the Federal government would give two-thirds. Kinstlinger said the state would pay half of the balance, and discussion was held on where the other half would come from.

A demonstration program was explained by James Young of UMTA.

A task force was appointed to draft an application for a demonstration grant. The application is to be ready by the end of next week for dispatch to the U. S. Department of Labor.

Plump Busloads of Passengers Charmed by Word 'Free' and Let Their Automobiles in Home Garages

By ART EDDY

There's magic in the word "free" especially when it comes to riding bus lines.

Swarms of workers and shoppers buzz about Public Square daily, waiting for buses to carry them home without the bother of parking a car, paying for space or bucking traffic during rush hours.

Though hungry for patrons before the flood struck Wyoming Valley, the bus companies, White and Wilkes-Barre Transit, are thriving with plump busloads of commuters to and from central city. A random sampling of residents enjoying the free-bus service revealed a variety of reactions to emergency transportation.

A senior citizen from the Pittston area smiled with satisfaction for the service. She said prior to the flood bus service was such that it could not be depended upon, but lately the buses are prompt and the young drivers most courteous. She added that since the company instituted half-hour service more residents were making use of the service, especially older persons who had found it difficult to travel back and forth to Wilkes-Barre. When asked about using buses when regular fares return, she stated she would continue to patronize the bus line, but she hoped the government would make the transportation a public service.

To the contrary, a young man living in South Wilkes-Barre complained that service along some routes had worsened, that there were not enough buses to accommodate the people using them and that overcrowding was a big problem. He agreed, however, that new younger drivers treated riders with courtesy and patience and said he would continue to use the buses when fares were put back into effect—as long as the price was set at a quarter.

A Forty Fort woman who had not used the bus lines for some time, preferring the convenience of her car, said she intended to start using the free service to avoid the parking problem and traffic congestion.

A Trucksville resident commended the bus lines, stating the flood emergency service has provided Back Mountain residents with half-hour service which in pre-flood days did not exist. She said for the most part there was little waiting for the bus once the rider became acquainted with the schedule and



HOLDING A FULL HOUSE — Relieved of many standing passengers, a Wilkes-Barre Transit Company bus bound for Ashley still seats a full house on its last relief run of the day.



PACKING THEM IN — Like a can of sardines, the 4:45 p. m. bus to Glen Lyon fills fast

quainted with the schedule and generally the buses were not "unbearably overcrowded."

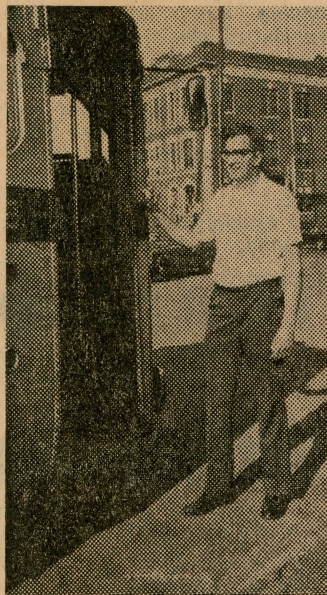
A regular patron of the bus line, the woman said she would continue to ride the buses when prices were put back into effect, noting the fare seemed more than fair for the distance traveled from Wilkes-Barre to Trucksville. She too complimented the younger bus drivers, but also appreciated the other generation behind the wheel.

A Plymouth woman said the flood has caused more residents to depend upon buses for transportation and the widespread use of public transportation should influence future expansion of bus schedules beyond present limits.

A Warrior Run passenger complained about the overcrowding, calling the congestion "a bumper for people who have to work." He enjoyed the free service, explaining "who wouldn't?" but he felt the drivers were being misused. "People forget, they're (drivers) human too." A hospital employee, he said the congestion on buses could conceivably present a health problem, but he noted "I'm only speculating." Regarding fares, he said the rate should be maintained at 25 cents. If the prices are higher, patrons should receive better attention, such as "air conditioning, carpeting, music and restroom facilities," he added.

The Larksville women praised the half-hour service, hoping it would continue after fares go back into effect. They both complained about the children "riding the buses for fun" when shoppers and workers depend upon the bus lines and often have to wait for a seat or space.

As regular customers working in Wilkes-Barre, the woman suggested the possibility of more buses at more times since the number of patrons has increased. They said the conditions are secondary, just as long as "it gets me where I want to go."



RELIEF MAN — Frank Kush, driver for Wilkes-Barre Transit Company prepares to board his bus for a return trip to Wilkes-Barre from Ashley. Kush operates a relief bus during heavy traveling hours.

PACKING THEM IN — Like a can of sardines, the 4:45 p. m. bus to Glen Lyon fills fast with passengers at Public Square. Many travelers failed to find room on the bus and had to wait for the next regular half-hour run.

Weekly Tickets Urged For Area Bus Riders

By ART EDDY

She sat calmly, holding her shopping bags loaded with "marvelous buys" from central city department stores back in business. She had a long, hard afternoon fighting for specials, rushing through stores and catching the 4:45 p. m. relief bus to Ashley. Unfortunately, the bus was the wrong one.

The bus driver, aiming to please the weary travelers, confirmed her inquiry that the bus was routed via Park Avenue. The woman, a Plymouth resident living in a trailer from HUD, had hoped to board a bus for Lee Park Avenue. The verbal mishap was seemingly appreciated by the shopper, who enjoyed the ride, the conversation with the bus driver, reporter and photographer, and the unorthodox return voyage to Public Square.

The heated afternoon began with a random survey of Wilkes-Barre Transit Company patrons, followed by a typical bus ride on a capacity-filled transport. Before pulling out the driver, Frank Kush, of Pringle, accepted a small bundle from the daily newspaper and guaranteed delivery of the papers needed by an Ashley Little Merchant.

The normal crowd of children which generally occupied many of the seats had apparently returned home on an earlier bus. Tired, perspired faces focused on the front of the bus where a photographer stood rigidly trying to focus back. The riders appeared exhausted, either from the heat and humidity or simple from a laborious eight hours on the job. The bus sat steadfast until the camera had done its work.

Out into traffic, the bus coasted around East Market Street onto South Washington Street, dodging potholes, bumps, "men at work" signs and jaywalking pedestrians. Kush was patient for a novice. He had been catering to the public a short two weeks. What a time to face the congestion of downtown Wilkes-Barre!

Half the battle on the roadways was getting out of central city. Kush made an effortless turn onto the South Street bridge and began the two miles run to Ashley Town Hall.

After five stops, the bus crept along the fork at Park Avenue and Hazle Avenue. Kush edged his way into the mainstream of traffic, allowing a car or two to squeeze by.

After a long eight minutes, the bus reached the "Turn-around" point having emptied all its passengers—save the re-

porter, the photographer and the smiling Plymouth shopper.

Though only a Transit Company driver two weeks, Kush reported the "working class of people are great." He stated the major factors he has had to cope with during the free-service runs are "city roads, traffic, the crowded bus and kids."

During the rush hour, Kush operates a relief bus from Public Square to Ashley from 6:35 to 10:15 a. m. and 1:30 to 5:45 p. m. Examining his list of riders, Kush pointed out with few exceptions the load stretched above the 50-person maximum. "You can't slam the door in a person's face when he's trying to get on," Kush said.

When asked what suggestions he could make for improving the current system, Kush said he felt the method in use in Cleveland where families patronizing the bus lines purchase weekly tickets could work in this area. He also said if the elderly realized the crowding and rush hours and attempted to travel during "slack

hours," the older patrons may receive better service and would help in keeping the buses on schedule.

Kush agreed younger bus drivers appear to have more patience with customers. He noted the transit company has expanded its staff and patrons can expect to be chauffeured shortly by female drivers.

Beginning the trip back to Wilkes-Barre, the bus failed to stop at a street designated for the extra papers. Kush, realizing this was his last trip for the day, said the newspapers should be dropped off. With no new passengers boarding the bus, Kush detoured the vehicle around a side street, taking a brief spontaneous tour of residential Ashley to deliver the papers.

Back in Wilkes-Barre, Kush discharged the passengers, bid good day to the reporter and the misguided Plymouth resident and headed for the Kingston garage and the end of another busy day behind the wheel of public service.

\$130,000 to Be Spent for Signal Work to Improve Flow of Traffic

Traffic flow in Wilkes-Barre hopefully should be showing signs of improvement within a month or so when PennDOT completes its plan to improve traffic signalization at 12 major intersections at a cost between \$60,000 and \$70,000, Donald Wiltshire, district traffic engineer, Dunmore, said Friday.

At the same time the engineer announced that plans are moving ahead on repairing and updating of 10 signals in Plymouth, Edwardsville, Kingston Borough, Jenkins Township and Luzerne Borough, which were affected by the flood, at a cost of another \$50,000 to \$60,000.

In order to expedite installation of the temporary emergency signalization in Wilkes-Barre, Wiltshire said, PennDOT will dispense with the normal procedure of advertising for bids.

Instead, talks are being held with regional electrical contractors in the hope that a mutual agreement can be reached on a satisfactory price, based on an average of about \$6,000 per intersection.

The traffic engineer said much of the work in Wilkes-Barre will consist of installation of new signal heads and control devices at each intersection, thus eliminating the tie-in with the master control in the City Hall basement, and making some changes at some interchanges which would provide motorists with protective advanced green for left turns.

The control devices will have dials which will permit manual operation by patrolmen, thus permitting more flexibility in the direction of traffic. The green left turns also are expected to provide motorists with a greater safety margin.

Light Locations

New signal heads and controls will be installed at West North and North River, North and North Main, East North and North Washington and East North, North Pennsylvania Avenue and Scott Streets, City.

On Butler Street, new signals will be installed at North Main, North Washington and North Pennsylvania Avenue, with advanced green signals being in-

stalled for southbound motorists making left turns at N. Main, and for westbound motorists making left turns off Butler Street Viaduct.

At River and West Market Streets, new advanced green signals will be installed provisionally for motorists leaving the bridge and making left turns. Other intersections receiving new signal heads and individual controllers will be East Market and Pennsylvania Avenue, East Northampton and South Pennsylvania Avenue and North River and West Union.

Wiltshire said a brand new traffic light will be installed at Spring Street (Route 309) and Mundy Street to handle the traffic moving over Mundy Street to get to and leave the Wyoming Valley Mall, and also the new mobile home site just located along Mundy Street.

Brighter Heads

The traffic engineer said it is the intent to install all new eight-inch traffic heads and arrows with 12 inch diameters. The heads will show much brighter, thus eliminating a lot of criticism which has been expressed over the low voltage in the past. The lights will also

eliminate the dual amber in the four directions.

Wiltshire said he hopes to split up the 12 intersections among two contractors, thus expediting the work. He said hopefully the work may be completed within 30 days depending upon availability of equipment. He added the work will be made easier due to the cooperation given by the utilities in letting the department use existing poles wherever possible.

The engineer said he was pleased with the bids received Monday from Addy Asphalt Company in installation of new signals at four intersections, the most critical one being at Scott and Spring Street where no light now exists.

Thousands of cars pass through the intersection daily and police are hard pressed to direct the traffic manually both day and night. Two of the four must be completed within 30 days he said.

Wiltshire reported the department also is making a survey of mobile home sites to determine where controls might be needed to provide better ingress and egress.

He said his department is working with the Department of Com-

munity Affairs on providing signs for mobile homes and also for traffic recommendations.

Department also is starting to paint traffic lines on streets inundated by the flood.

New traffic controls also are being installed in Hanover Township at the Cross Roads, Carey Avenue and West End; Lyndwood Avenue and West End Road; and Division and Carey Avenue. He said the work is being done by the township, but he expects it will be reimbursed.

from John L. Penkaja, research
in nuclear engineering.

9/7/72

Plans Unveiled For 3rd Bridge Across River

East Side-West Side area of 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 Shelden 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 the 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 time, preferring to strengthen the levees.

9/8 - This article was
denied by Harrington
and Hanik.

TASK FORCE STRENGTHENED BY 100 VOLUNTEERS ON 10 COMMITTEES

Flood Recovery Task Force, Inc., designed to function as an effective, long-range catalyst for all restoration efforts, has chosen its officers and structured sub-committees in ten vital areas of rehabilitation to assure that all recovery programs are coordinated on a broad community front.

By sharing offices with agencies comprising the Federal Regional Council in Hotel Sterling, the Task Force will be in constant touch with all federal planning to see that local interests are directly tied in with the decision making process.

Named to head the volunteer organization were Judge Max Rosenn, chairman; Thomas Kiley, first vice chairman; Andrew J. Sordoni, 3rd, second vice chairman; Harold Rose, treasurer; James Kenny, assistant treasurer; Charles Hardwick, secretary; and Mrs. George Bierly, assistant secretary.

Sub-committees formed to date and their chairmen are:

Labor, Construction and Contractors Assistance - Andrew J. Sordoni, 3rd

State Aid - Atty. Andrew Hourigan, Jr.

Flood Control - Roy E. Morgan

Bridges, Roads and Transportation - Edward Schechter

Education - Dr. Francis Michelin

Families, Health and Aging - Mrs. Frank W. Anderson

Local Government - Atty. Joseph Quinn, Jr.

Planning and Development - Thomas Kiley

Legislation and Equity - Harold Rose

"Telling the Recovery Story" - David DeCosmo

PIDA LOAN TO MUSKIN FIRST SINCE FLOOD

Wyoming Valley's economic base received a much needed "shot in the arm" recently with the funding of Muskin Corporation's new \$3.3-million plant now under construction off Laird Street in the north end of Wilkes-Barre.

Pennsylvania Industrial Development Authority has provided a \$1,320,000 low-interest loan for the 350,000 square foot complex, with the remaining 60% being provided by the HPE Building Corporation and participating area banks. Application for PIDA funds was made by your Chamber's Industrial Fund.

The new plant will insure preservation of 240 existing jobs with the addition of 85 new jobs expected over the next three years, representing an estimated annual payroll increase of \$600,000.

Your Chamber and its industrial development affiliates continue to work with both new plant prospects and established local firms to strengthen the region's commercial-industrial base.

ENGINEERS MOVE TO BENDIX BUILDING

U. S. Army Corps of Engineers, previously based in the Daniel J. Flood school, is transferring its 125-man operation to the former Bendix plant in the Chamber's Crestwood Industrial Park complex. The front lawn of the plant will serve as a helicopter landing site.

There will then be four separate operations temporarily housed in the 40,000 square foot building, representing some 250 employees.

TWENTY-ONE OF THIRTY WYOMING VALLEY UNITED FUND MEMBER AGENCIES WERE DIRECTLY INVOLVED IN FLOOD RELIEF. THANKS TO YOU, IT'S WORKING THE UNITED WAY!

NEWS BULLETIN

GREATER WILKES-BARRE CHAMBER OF COMMERCE

Number 291

RECEIVED
September 7, 1972

STRENGTH, COURAGE, HOPE AND FUNDS FOUR VITAL RECOVERY INGREDIENTS

SEP 8 1972

Listening to both homeowners and businessmen during the past three months and witnessing how the recovery battle has been waged with both successful advances and disappointing reversals, it becomes clear that our people's continuing ability to press forward in the face of a pretty tough adversary is going to determine just how much "better than ever" we'll be in the years ahead.

There are several elements which appear most essential if the battle is to be won. Obviously, everyone seriously affected needs financial aid to at least restore partial equity. But in addition, some human considerations which many of us take for granted have to continue in strong supply. Physical strength and good health have to be maintained if we're to win the fight and enjoy our victory. Also, the somewhat intangible qualities of courage and hope in the midst of frustration and disillusionment will play an increasingly important role in the tough months ahead.

Alvin Toffler's thesis in his dramatic book "Future Shock" hits prophetically close to the mark in this situation. The former Fortune editor defined "future shock" as the "shattering stress and disorientation that we induce in individuals by subjecting them to too much change in too short a time."

All of these ingredients for recovery are interrelated and interdependent to the extent where the lack of any one can cause a breakdown in the entire effort. This is why the coordination of all recovery programs -- not just in restoring the community's physical assets but also in shoring up its services to deal with human welfare needs -- must be carried out with great care and discretion, while maintaining the delicate balance of the thousands of components which make Wyoming Valley the place we call home.

SIGHTS SET ON ANNUAL MEETING

Looking ahead to its 89th annual business session since its creation in 1884 as the Wilkes-Barre Board of Trade, your Chamber's annual meeting committee met last week to develop a program for January's dinner which will be particularly relevant to our drastically changed environment.

Chaired by John Conyngham, the committee consists of M. Keen Cornell, Charles Frantz, Robert Masoner, Richard Pearsall, Dr. Ellis Roberts, Atty. Arthur Silverblatt, Roman Rubinstein, Thomas Shelburne and George Stozenski.

FLOOD REFLECTIONS: "Building on flood plains hurts people. It is not only a question of what happens to the unfortunates who live in the houses that will be inundated, but to the people downstream. When a flood plain is covered with streets and rooftops and parking areas, the amount of water that runs off is greatly increased, and the watershed becomes a very 'flashy' one. An average rooftop of twelve hundred square feet will shed 750 gallons of water in a one-inch rainfall. Put together a subdivision of rooftops, and you have a veritable flood-producing mechanism."

William Whyte in "The Last Landscape"

Council to Adopt Model Cities Project

By BOB HEIM
Staff Writer

Wilkes-Barre City Council is expected to act on a number of proposed city-wide Model Cities projects when they meet Thursday. The local Model Cities Agency has submitted a preliminary application for a city-wide program, which has been approved by the Department of Housing and Urban Development (HUD), and is now in the process of drafting a final application with the help of the federal government.

During the week HUD committed \$4-million in supplemental funds for the expanded program. The Model Cities Agency is presently operating on a supplemental budget of \$1.6-million. Robert Miscavage executive director of the agency, yesterday said that although the new grants increased the budget by approximately four times, the administrative costs of Model Cities will not increase but will in fact be reduced through "economy and reorganization."

"We are putting money into programs and not administration at the request of Council," Miscavage said.

He added that Wilkes-Barre "has an edge" on other communities hard hit by the recent flood in that it has a Model Cities Program.

"The only way to get federal dollars into an area is for the community to put up its own share of the money," Miscavage emphasized. "And the only way for Wilkes-Barre to come up with money at this time is through Model Cities funding."

Miscavage estimates that the \$4-million grant for a city-wide Model Cities program will result in a minimum of \$8-million for programs aimed primarily at flood recovery.

Some types of tentative programs for the city are as follows:

—Wilkes-Barre Information and Rumor Control Center. This program would be operated for the city government by the Family Service Association of Wyoming Valley. The proposal calls for a sophisticated telephone relay system whereby people desiring information could speak with someone who could refer them to the proper federal, state, county, city or private agency for assistance.

A feature of this system would provide for a three-way telephone hookup whereby the central operator could make sure that the caller gets the information or assistance needed.

Also, a coding system would store the data contained in the conversation on tape for follow-up purposes.

"This is not to replace the service agencies," Miscavage said, "but is aimed at seeing that city residents get to the proper agency and then receive the help they need."

—Coordinated Health Services. City Council has already approved a health care program (called a "hospital without walls") for the Model Cities Neighborhood in the Heights section, but plans call for expansion of this service for anyone in the city who can benefit from home medical care which would relieve the demand for hospital beds. This program would be administered by the Home and Health Services of Luzerne County.

—Expanded Day Care Service. Due to the increased need for day care services for pre-school and kindergarten children, this Model Cities Program which is already in existence in the Heights would be expanded city-wide. The program would be operated through the Child Development Council of Northeastern Pennsylvania and would provide child care service for parents who are working or who need free time for flood clean-up activities.

—Recreation. Once again, in order for Wilkes-Barre

to rehabilitate existing parks with federal funds, it requires local matching dollars which Model Cities could provide. In addition to relieving taxpayers of this financial burden, the federal money generated for use here by Model Cities could possibly be used to finish the Coal Street Recreational Complex sooner than expected.

—Operation Identification.

This is aimed at a city-wide "burglar-proofing" program whereby household items such as radio and television sets, small appliances, works of art and other items most generally stolen could be marked in such a way that to remove the mark would render the item unsaleable and therefore not worth stealing. Items would probably be marked with the Social Security number of the owner and a mobile van operated by city police might be used to mark the items.

Miscavage noted that records in other cities utilizing such a program show extremely good results. For example, in Monterey, Calif., where the program has been

in effect for a number of years, some 2,025 burglaries were reported in the last nine years, and 2,000 of these burglaries were in homes which did not participate in the identification program.

—Tool Pool Program. The aim of this project is to supply tools for flood victims which are of the type not readily available for the average do-it-yourselfer. The tools would be purchased by the city and then loaned out.

—Transportation. It is anticipated that Council will approve approximately \$500,000 to be used toward retaining a county-wide transportation system. This is felt to be vital by many since the free bus

service presently being funded by the Office of Emergency Preparedness (OEP) will expire on Oct. 18. While officials say there is no way that free bus service can be continued, it is anticipated that the \$500,000 in Model Cities money will generate approximately \$4-million through the Federal Department of Transportation, the State Department of Transportation and elsewhere to "operate a demonstration program for bus service at a cost of 10c to the user."

Another phase of the proposed transportation program would use the "local share" dollars to get approximately \$2-million worth of buses and related equipment.

People Determined to Come Back Better Than Ever, Nixon Told by Carlucci in Report

The Wyoming Valley flood recovery program is nearing the end of the "immediate" or emergency phase and is about to enter the "intermediate" stage, according to Frank Carlucci, the president's representative here.

Carlucci on Monday said he feels the emergency action period will end September 30, and the intermediate phase will run through the spring of 1973.

Meanwhile, planning will continue on the long range recovery which could take three or more years, he said, depending on the work necessary to meet the goal of making Wyoming Valley "better than it was before."

Carlucci spoke on the three-phase recovery effort at his press conference. He also released a copy of his "Memorandum for the President," outlining in detail the Federal programs underway here.

Carlucci said all displaced flood victims should be in emergency homes of some type by September 30. He said the U. S. Department of Housing and Urban Development has placed about 9,000 families to date, or 60 per cent of the total without homes.

The Corps of Engineers debris cleanup program will end September 24, and the corps' "Mini-Repair" program is geared to have 3,000 homes repaired by the end of the month.

September 30 also will be the deadline for acceptance of demolition applications, Carlucci said. The corps is tearing down homes and other buildings moved about by the June flood waters.

The deadline for emergency housing and "Mini-Repair" applications was Sunday, September 10.

Carlucci said the intermediate phase will involve creating a "total living environment" in the mobile home parks. This will involve recreational and cultural programs, he said, many of which have been launched by the state and federal governments.

Long range planning will involve such work as highway and bridge reconstruction, construction of the new Federal Building and the like, Carlucci said. Many agencies are involved in this work.

Following is the presidential memorandum, dated September

major portions of the Valley might subside into the depths of worked-out coal mines that honeycomb the subsurface. They feared that their levees had been penetrated and would burst again with the next heavy rainfall. Reassurance has been provided on these points.

"But most of all, my former neighbors feared that the Federal Government—the only entity with the funds and people capable of doing the job—could not meet their needs and would abandon them. This anxiety had been feared all too often by those who have not verified the facts first.

"To allay this fear, to answer their need and right to know, I started an 'open information policy.' Under this policy, all available information, unless it is detrimental to an individual's privacy, is released to the public as soon as it's available.

"The main focus of this effort is my daily 'Report to the People,' a news conference to explain plain events taking place and to answer any questions from the press.

"In addition, top representatives of many government agencies have come to Wilkes-Barre, taking part in the 'Report to the People,' to explain their programs and to answer questions.

"These have included Secretary of Transportation John Volpe; Director of ACTION Joseph Blatchford; your Consumer Advisor Virginia Knauer; and Dr. Arthur Flemming, Special Consultant to the President on the Aging.

"Others include John Vene-man, Under Secretary of Health, Education, and Welfare; J. Phil Campbell, Under Secretary of Agriculture; Dr. Sidney Marland, Commissioner of Education; Lt. General Fred Clarke, Chief of Engineers; Robert Podesta, Assistant Secretary of Commerce; and Norman Wat-

son, Assistant Secretary of Housing and Urban Development.

"I can now report a greater confidence in the Federal Government and in its ability to deliver. Your personal interest has brought about results which the people can measure. Here are a few:

\$225 Million Obligated

"Resources are pouring in. Twice as much Federal money will be spent on the total Agnes recovery effort than on the Camille hurricane, the California earthquake, the Alaska earthquake, the West Virginia Buffalo Creek flood, and the Rapid City, South Dakota, flood combined. Here in Wyoming Valley over \$225 million in Federal funds have already been obligated, most of it in SBA loans to individuals. Checking accounts have jumped indicating that economic stimulus is underway.

"To date, more than 9,000 families have been housed in Wyoming Valley. This constitutes over 60 per cent of those families eligible for housing assistance. HUD has provided an unprecedented array of housing assistance range from private rentals to temporary camper trailers to fully equipped mobile homes on individual and park sites. Some 30 mobile home parks are now either under construction or have been completed. These parks are designed to accommodate about 5,340 families. If the weather holds we will meet our schedule for housing every victim by the end of September.

25,000 Elderly Uprooted

Because of the high population of elderly persons in the flood affected area, I have given special attention to their problems. Approximately 25,000 elderly were uprooted by the flood. The first group site I dedicated was for the elderly. The first personal assistant I named was for the elderly. We have created

our own President's Task Force on the Aging for Wyoming Valley with a special office, 'life line' telephone service and outreach services. Through this effort, we have put the Luzerne County Bureau for the Aging back in operation by providing office space, equipment and additional staff. We have developed a coordinated community effort utilizing the elderly as both staff members and young caseworkers, to meet the needs of the elderly.

"There has been a major effort in removal of debris and I have observed a distinct improvement in the appearance of the Wyoming Valley since my arrival. Approximately \$16,309,598 of Federal funds have been expanded for this program and over 16 million cubic yards of debris have been removed from the communities in the Valley since the June flood.

"An intensive effort is underway to meet the everyday needs of the flood victims. I have established a task force to create a quality living environment in the trailer camps and flood affected areas. We intend to provide a full range of services from site management to day care, health, transportation, law enforcement, community organization and many others. We are seeking the cooperation of the State of Pennsylvania in this effort.

"Priority has been given to restoring the school system. Local school districts have received \$12 million in Federal funds. This program should enable all schools to reopen by September 19.

"Prompt action was taken to implement aid to private schools as proposed in your special message to Congress and incorporated in the approved legislation. Most private schools have been surveyed and checks are

(see PEOPLE ARE, page 18)

Com 'f

ing and the like, Carlucci said. Many agencies are involved in this work.

Following is the presidential memorandum, dated September 3:

"September 3, 1972

"Memorandum for the President

"From: Honorable Frank Carlucci, Deputy Director, Office of Management and Budget.

"Subject: Report on Agnes Recovery Efforts in Wyoming Valley

"During our meeting before you sent me on August 12 to the flooded areas of Pennsylvania as your personal representative, you spelled out definitive instructions in four areas.

"1. Work closely with the flood victims themselves. Meet with them. Visit their homes and businesses. Listen. Seek their ideas and criticisms as my guide to actions.

"2. Combine all available talent, not only in Pennsylvania but in the entire Federal Government, into one effective, well-coordinated team geared to meet the immediate and long-term needs of the people.

"3. Within the law, change or discard any rule if it will help even one family.

"4. Steer clear of politics. Concentrate on results.

"Now, about four weeks later, I report to you as your personal representative about our accomplishments and remaining goals, concentrating on Wyoming Valley, by far the hardest hit area. But also, Mr. President, I report to you as a native of the Valley who has seen childhood friends in despair, neighborhood landmarks crushed and former homes in Forty Fort and Kingston in a pile of rubbish.

"I've walked across the square in Wilkes-Barre back to my office from a meeting three blocks away. It took 45 minutes. Friends of my family would stop me. Others would shake my hand and say 'Tell the President he's doing great.' Some would say thanks. Then, there were many who would ask for help.

Walks Streets

"Almost every day, as you instructed, I've walked through the streets where the worst damage occurred. I've also visited farms and smaller cities both downriver and upstream. Always, the people were very friendly. They needed resources, and these are now coming in. But in the square, on the streets, in their homes, in their stores and on their farms I have found something more important than resources. That is a firm determination to come back . . . better than ever.

"Also on your instructions I have held open house at my office in Scanlon field each day from 4 to 5. Ombudsmen have been appointed from each agency. I have personally met with almost 600 persons and discussed their problems individually. Where complaints were justified, prompt corrective action was taken. While I was helping I was also able to listen, to learn and to chart new directions for Federal programs.

"At first, there was a wide misunderstanding of what federal programs were available, how they worked and who was eligible.

"The people still feared that

Continued

9/12/72

People Are Determined To Come Back

(Continued from Page 3)

on the way. The same is true for institutions of higher learning.

Highways Restored

"Highways are being restored. Secretary Volpe has accelerated funding for a temporary North Street bridge. As a result this critical artery should be reconstructed by January. The Pennsylvania Department of Transportation is developing plans for a permanent bridge, and Secretary Volpe will move on them as soon as they are received.

"For the first time concentrated efforts are being made to develop a viable mass transit system for the Wilkes-Barre area. This is a cooperative undertaking involving Federal, State and local participation. In the interim period the Office of Emergency Preparedness, using your disaster program authority has assumed operating responsibility for the bus service. An action program is also underway to speed the traffic flow in Wilkes-Barre.

Extensive aid has been provided for the restoration of the health care delivery system. All Hospitals are in full operation. Aid has been provided to doctors, dentists and pharmacists. To my knowledge, none has abandoned his community.

Levees Restored

"The Corps of Engineers has made a study of the Susquehanna River basin and the people of the Valley have been informed of the program for providing greater flood protection. The levees have already been restored to pre-flood condition. Further construction will take place in two stages. An immediate contract will be let to restore them to their authorized height, several feet above pre-flood conditions, providing protection against a 100-year flood. Then three more feet will be added. These improvements coupled with the acceleration of the Tioga Hammond and Cowanesque projects contained in your appropriation request approved by Congress should, upon completion, protect the Valley against another storm of the super proportions of Agnes.

"The Bureau of Mines has studied the situation carefully and has assured me that subsidence has not increased as a result of the flood.

"The Department of Agriculture is providing emergency feed for livestock at as low as half the market price. Conservation assistance is being given to rehabilitate the farmlands damaged by the flood. Emergency loans have been awarded to replace livestock and equipment. Grants and loans are available to restore and repair farm homes.

"New and expanded initiatives have been taken in the following areas:

"Expanded Legal Services are being made available to flood victims.

"A multi-million dollar recreation program will provide a range of services and facilities to all communities.

"Military personnel have been brought in to assist in handling maintenance problems on mobile homes.

"A new Federal building has been announced for Wilkes-Barre.

"The emergency home repair program has been expanded to enable more people to get back in their homes before winter.

"The free food stamp program has been extended.

"Consumer protection offices—including mobile FDA vans—have been opened.

"The Internal Revenue Service has expanded its staff to deal with price gouging complaints.

"A fraud prevention program employing the resources of Justice and the FBI has been started.

"Strong emphasis has been given to long-range reconstruction. The key is to allocate the vast resources coming in so that the Valley is not just back where it was, but that it is a better place to live. This requires a total effort with the Federal, State and local governments working cooperatively with local citizens.

"To facilitate the planning process the Federal Regional Council has reached agreement with the state and the local citizens Flood Recovery Task Force to work through the Economic Development Council of Northeastern Pennsylvania. The Council will coordinate all renewal and community development projects to make sure the resources are being used as efficiently as possible.

"Some visitors to the area have compared the devastation to a battle.

"I wish to assure the nation that there is a battle here. There's a battle against time, a battle to house and feed and clothe the victims of our worst natural disaster in history. There's a battle that must be won before the winter ice freezes the homeless and snow locks the Valley with a Heart."

"There's a battle to rekindle hope, community spirit and a determination to come back better than ever.

"Mr. President, we have thousands of dedicated Federal employees, most of them local residents, many themselves flood victims, who are determined to help the citizens of Wyoming Valley win that battle. With your continued support and the sympathetic understanding of the rest of the nation we will do just that."

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."

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.

RE, PA., WEDNESDAY, SEPTEMBER 20, 1972

23 Projects Costing \$350,000 Aimed to Ease Traffic Burdens

Twenty-three projects are scheduled to begin in the next several days to ease the traffic burden at intersections in Wyoming Valley.

The projects are sponsored by the Pennsylvania Department of Transportation (PennDOT) and will cost in the neighborhood of \$350,000.

Authorization was granted Monday to begin the work on four major intersections in Wilkes-Barre, according to Anthony DeAngelo, PennDOT engineering coordinator for flood related projects in Luzerne County. The cost of them has been estimated at \$92,000.

Mr. DeAngelo reported that authorization for the other 19 projects is scheduled to be given this week. They will cost an estimated \$250,000.

Addy Construction Company, Wilkes-Barre and Plains Township, was authorized to proceed with the improvements at Carey Ave. and Horton Street, Blackman and Hazle Streets; River St. and Courtright Ave., and Scott and Spring Streets.

The work at Carey and Horton, and Blackman and Hazle, will involve some reconstruction such as new curbing, in addition to new traffic signals, while that

at the other two intersections will consist of placing traffic lights where there were none before.

Buck Line Corporation, Reading, is scheduled to be authorized in the next several days to improve or replace the existing traffic signals at the following Wyoming Valley intersections:

Main and Northampton Streets, Edwarsville; Hillside and Main Streets, and Zerbey Ave., Edwarsville; Main St. and Gaylord Ave., Plymouth; Union St. and Mercer Ave., Kingston; Bennett St. and Mercer Ave., Kingston; Union and Main Sts., Luzerne; Main and Coal Sts., Plymouth; Union, Tener and Main Sts., Luzerne.

New Traffic Light

The firm is also scheduled to erect a new traffic signal on River St., Port Blanchard, Jenkins Township, at the easterly side of the Eighth Street Bridge.

Clarks Summit Safety Service is scheduled to be authorized to proceed with traffic signal improvement projects at 10 Wilkes-Barre intersections. It is also scheduled to erect new signals at intersection which previously lacked signals.

Improved signals are scheduled

for: E. North and N. Washington Sts.; N. Main and E. North Sts.; N. River and W. North Sts., N. River and W. Market Sts.; N. River and W. Union Sts.; N. Main and Butler Sts., Butler St. at N. Pennsylvania Ave.; North Penna. Ave., East North and Scott Sts.; East Market and North Penna. Ave.; S. Penna. Ave. and E. Northampton Sts.

A new signal is scheduled to be installed by the firm at Spring and Mundy Sts., East End. This is the intersection where the "back road" to Wyoming Valley Shopping Mall intersects with Route 309 and near mobile home, parks for fire victims.

... NOW ON

Flood and Kline Exchange Views

S.I. 9/24

Flood Plain Controversy Cleared Up

Clarification of the Federal-State Policy Statement on Flood Plain Development issued Aug. 1 has been made in a letter written to Rep. Daniel Flood by Lt. Gov. Ernest P. Kline. The joint statement is seen to be "positive in its intent rather than negative as has been implied," according to the letter received by Congressman Flood.

Basically, the letter from the lieutenant governor reaffirms the backing of Federal and State agencies to supply the needed funds to rebuild and restore homes and business places.

"There will be rare exceptions where prudence, common sense, and the public welfare should prevail and rebuilding in areas obviously subject to frequent flooding should not be permitted," Lt. Gov. Kline wrote. Decisions in such cases will be made on a case by case basis, he said.

The agreement by the Commonwealth and the federal government states that persons living in areas now leveed, such as Kingston, Edwardsville, Plymouth, Forty Fort, Wilkes-Barre and Swoyersville will be given state and federal assistance to rehabilitate and restore their property, the letter notes.

Lt. Gov. Kline calls for wiser planning in the future and urges community developers to have a greater respect for the "powerful forces of nature."

"We are determined to command all the resources of the Commonwealth to assist the victims of the Great Flood of 1972 and we will continue to press the federal government to open up its purse strings and to provide the kind of massive assistance which is warranted and which the people expect of their government in times of such wide-spread disaster," he added.

The federal-state policy statement itself promises "funds to help in the reconstruction of the levees and that the authorized Tioga-Hannond and Cowanesque Reservoirs and other flood control structures necessary to provide protection within the 100-year flood plains are constructed expeditiously consistent with the pace of restoration."

City, County Officials Slate Meeting to Plan Area Transit Authority

S.I. 9/24

Members of Wilkes-Barre City Council will meet with Luzerne County Commissioners early in the week to discuss the proposed county-wide transit authority.

While earlier reports indicated that naming persons to constitute a board for the proposed authority would result in a "political power play," a city official yesterday indicated that many of the problems had already been ironed out.

The reason for speculation of political maneuvering in naming board members stems from the fact that although the program will be county-wide in scope, Wilkes-Barre City Council, through the local Model Cities Agency, is the only source for local funds which are required in order to qualify for matching federal grants to get the project off the ground.

For example, a federal grant of approximately \$2-million to purchase buses and related equipment is anticipated.

This will be made possible because a local share of some \$60,000 has been included for this purpose in the Agency's application for a city-wide Model Cities Program.

Also, a \$2-million federal grant for an experimental transit program will be possible because of \$500,000 as the local share which also has been made possible through Model Cities.

Officials Seek Traffic Remedy For Courtdale Thoroughfare

S.I. 9/24

West Side residents, particularly those residing in the Back Mountain, have found at least some escape from the monumental traffic jams on Wyoming Avenue by using Courtdale Avenue, in Courtdale, which runs parallel to the avenue.

Courtdale officials report there has been a marked increase in traffic on the road since the flood and have expressed concern about the increased hazard of accidents as a result of the situation.

Council has appealed to PennDOT, since the road is a state highway, to examine the road during heavy traffic hours and see what can be done to minimize hazardous conditions.

It was learned that some Councilmen met with a team from PennDOT during the week who examined the road and assured the councilman they would make suggestions for improvement.

An official said he felt confident one of the measures which would be taken is the painting of a center line along the thoroughfare.

About one fourth of an ounce

Better Flow a Must**Parking on All Central City Streets
Must Be Banned for Traffic's Sake**

Now that a sense of normalcy has returned to the flood zones, we have inherited yet another problem—that of traffic congestion. Some of the worst jams in history have been occurring on a daily basis during the rush hours on streets leading into and out of the city. The situation is especially acute on Market Street in Kingston.

Traffic long has been a thorn in the sides of local police departments but it has now been made much more so because of the loss of the North Street Bridge.

Motorists who would normally have used the structure are forced instead to travel over the heavily taxed Market Street Bridge. And there are fewer people now using the free bus service than in the weeks immediately after the flood.

★ ★ ★

The problem is going to get worse before it gets better. Officials will have to do more than simply talk about it.

One big help would be to ban parking on Central City streets. The Wilkes-Barre Police Department has already taken a step in that direction by keeping North Main Street open.

Another source of congestion is South Franklin Street where lines of traffic are kept from moving because of curbside parking.

All available lanes must be kept open for traffic flow. This is all the more important because of the many excavations undertaken by the various utilities.

★ ★ ★

Some will say that it is impossible to prohibit downtown curbside parking. Such a move, they claim, will cause more problems than it will solve.

To which we would simply say nonsense. All downtown parking was banned in the weeks of cleanup after the flood. Vehicular traffic was virtually nonexistent save for mass transportation. And it worked out real well.

The dilemma is heightened by the return to classes of King's and Wilkes College students. It shouldn't be that difficult to keep the students and their cars off the streets. Free public transportation is already available.

The ban on parking worked well in the weeks after the flood. It was necessary then and it is necessary now.

Sanitary Authority Inactivity Jeopardizes \$200 Million Aid

10/1
Sun
Rec.

By JOE SINNOTT
Staff Writer

The amount of Federal flood-recovery money being jeopardized by the inaction of the Wyoming Valley Sanitary Authority zoomed upwards during the week—hitting a maximum mark in the neighborhood of \$200,000,000—with disclosure that urban renewal funds from the U. S. Department of Housing and Urban Renewal will not be forthcoming until the adequacy of sewage treatment is assured.

Last week, the Sunday Edition reported that between \$2,000,000 and \$3,000,000 in Economic Development grants, principally for industrial development and municipal sewer projects, were being threatened by the Wyoming

Valley Sanitary Authority's failure to adopt a schedule for upgrading its system.

During the intervening week, however, the Sunday Edition learned from Federal sources that up to \$200,000,000 in HUD funds for flood-related urban renewal projects and for water and sewer projects locally were also being held up by the Sanitary Authority's failure to take a preliminary action required by the U. S. Environmental Protection Agency.

One HUD representative, commenting on the hold-up of funds for area water and sewer projects, said several applications were "being favorably considered" but that final action on release of funds could not be taken until a certificate of

adequacy for each of the proposed undertakings was received from the Environmental Protection Agency.

The amount of money involved in this aspect of HUD's community assistance role is dwarfed by the total anticipated outlay for urban renewal work, but still totals in the millions of dollars. It was noted, for instance, that one community sewer project in the amount of \$1.5 million had been approved, but that actual funding was "not moving." Two other applications submitted to the HUD regional office "could have been funded" if a certificate of sewage treatment adequacy on each other had been received from the Environmental Protection Agency, it was stated. The latter two

projects carry a total price tag of roughly \$1 million. In all three cases, it was pointed out, the communities in which the projects were proposed are associated with the Wyoming Valley Sanitary Authority.

Federal officials pointed out once again that the Wyoming Valley Sanitary Authority is not being asked or required to extend, improve or upgrade its system immediately. What is required of the Authority, it was stated, is a "commitment" to upgrading the system and providing for secondary treatment of effluent which is discharged into the Susquehanna River.

The millions of dollars in Federal funds will not be released to finance proposed projects in the Wyoming Valley

area until the Environmental Protection Agency confirms and approves the adequacy of the local sewage and waste disposal facilities. Before EPA gives its "okay", however, the Sanitary Authority must "commit" itself to future action by adopting a resolution establishing a schedule for upgrading its system.

The Economic Development Administration, as reported earlier, is still prepared to finance preliminary engineering work associated with upgrading of the Sanitary Authority's system. This work could be done either by an engineer selected by the Sanitary Authority or by one of the several engineering firms under "open end" contracts with EDA.

It was also learned during the week, through, that there is a "good possibility" the entire cost

or at least the bulk of upgrading the Sanitary Authority's system to a secondary treatment capability could be borne by various Federal and State agencies, with minimal or no cost to the authority or its subscribers.

Figures on the cost of providing secondary treatment of sewage had been estimated some time ago to be anywhere between \$10,000,000 and \$20,000,000. During the past week, however, an official of one Federal agency working in the Wyoming Valley area said an engineering firm familiar with the existing system had drawn up plans for a secondary treatment plant which carried a total estimated price tag of only \$6,000,000.

The Sanitary Authority's pres-

ent \$27,500,000 primary treatment plant in the Breslau section of Hanover Township was designed by the engineering firm of Albright and Friel which has since been acquired by Betz Environmental Engineers, Inc., of Plymouth Meeting. Late in 1971, however, the Sanitary Authority let a \$10,000,000 contract for development of a secondary treatment plant to Middle Atlantic States Engineering, Inc. The Middle Atlantic firm's contract was subsequently vacated and Luzerne County Court Judge Bernard Podcasy signed an order banning secondary treatment planning until August 8 of this year. In June, Tropical Storm Agnes caused about \$3,000,000 damage to the Sanitary Authority's system and massive Federal and State aid was asked for repair of this damage.

Mass Transit Unit Will Be ^{Sim.} Established ^{Rec.} 10/1

A new, nine-member Luzerne County Transportation Authority for the Flood Plain will be established at a special meeting of the county commissioners tomorrow morning at 10 in the courthouse.

The authority, which by law must be established before funds for a demonstration project grant can be requested, will consist of Edward Schechter, president of the Stressteel Corporation, Wilkes-Barre; Edward Heiselberg, executive director of the Luzerne County Planning Commission; Russel W. Lackie of the Wilkes-Barre Merchants Association; Joseph O'Karma, Nanticoke automobile dealer; Leo Bergsmann, controller of the Triangle Shoe Company; Robert Miscavage, executive director of the Wilkes-Barre Model Cities Agency; James Conahan, member of the Wilkes-Barre Parking Authority; Thomas McGeehan, vice president of Consolidated Transportation Service, and Robert Leonardi, Boot and Shoe Workers' Union official.

County Commissioner E. C. Wideman, Jr., said it is hoped that the new authority will have a transportation demonstration grant by October 19, the date on which the free bus service being funded through the President's Office of Emergency Preparedness is scheduled to end.

Earlier this week, Mr. Heiselberg announced that present plans call for the leased use of Wilkes-Barre Transit Corporation and White Transit Company buses for a 21-month period. He also indicated that demonstration grant monies being sought include \$300,000 from the Federal government's Urban Mass Transit Administration; \$450,000 from the Model Cities Program; \$285,000 from the Office of Emergency Preparedness; \$500,000 from the Pennsylvania Department of Transportation and \$75,000 from the U. S. Economic Development Administration.

It was learned that the money, in addition to funding the authority's operations during the 21-month demonstration project period, would also be used to provide 23 buses for the benefit of flood victims, people residing in the flood plain, and those residing in the emergency housing sites established in the wake of the June flood.

Commissioner Wideman said plans for initial mass transit operations by the newly-formed authority call for an initially-minimum passenger fee which would eventually be increased but which, probably, would still be lower than the fees charged in pre-flood days. Unofficial reports indicate the initial fee would be about 15 cents, with this amount being raised to about 25 cents at some future date.

More specific details will be announced by Jacob Kassab, Secretary of the Pennsylvania Department of Transportation, when the various necessary agreements are formalized, it was stated.

Commissioner Wideman was high in his praise of Mr. Schechter, Mr. Heiselberg, Secretary Kassab and various officials of the Federal agencies working in the disaster area who, he said, did "yeoman service" on planning for the mass transit authority in the flood plain area.

Editor:

The "True Wilkes-Barrean" who ^{transportation aspects of the} was so critical of the Flood Recovery Task Force, Inc. (T-L-ENR 9/4) is uninformed.

We ~~want~~ ^{need} a balanced transportation system for this community and ^{we} are working hard to achieve it. The ^{North} ^(as one part of what system) ^{cross-Valley} expressway ^{will} ~~is needed~~ to route through traffic past, not into, Wilkes-Barre; ^{will} ~~it is needed~~ to give the West side residents fast and certain communication with the hospitals, colleges, ~~and~~ commercial and industrial centers of the city; ^{will} ~~it is needed~~ to

take the mass out and
of trucks and cars
I run out of residential areas
of WB, and Kingston and ^{thus} improve
the quality of living ~~in areas~~
for the thousands who are affected
by today's congestion.

~~and~~ In ~~an~~ working towards
a balanced transportation system
no group has ~~not~~ been more
aware of the needs for improved
transit (bus) service than the
Flood Recovery Task Force (~~FRTF~~)
It was General Townsend (a ~~FRTF~~
(a Task Force member) who was ^{primarily} ~~potentially~~

It is possible for the idea of job
improving ^{(it has been the Task Force which has maintained}
this service; ^{it was Jack Holt and}
pressure on O.E.P. and the Federal Regional Council to extend this emergency grant.
Frank Henry (FRTF Transit Committee member)
who have implemented this ^{program} ~~IT~~
^{Through} is the FRTF's Transit ^{participation} Committee who
has brought the ~~need~~ urgent need for
publically owned county ~~transit~~ transit
facilities ^{has been brought} to the attention of the County
Commissioners; who were ~~the first~~
~~to~~ appointed to study the ~~problem~~
and ^{it was this committee which} ~~who last week recommended~~
~~a~~ Transit Authority; who have
spearheaded the effort now
underway to achieve massive Federal

And State funding (available ^{their money is}
only to a public agency and
not for private transportation
as "True Wilkes-Barrean" would
have us believe) for new
Transit Equipment and ~~support~~ ^{grant to support} ~~for~~
continued low cost bus service for
at least the next 24 months.

Construction suggestions
as to how we can improve ^{the} ~~our~~
various transportation ^{which exist in the} ~~at~~ are
welcomed by the FRTA whose
sole ^{interest} ~~purpose~~ is to improve the

Speed the recovery and improve
the living ^{conditions} of the people of My Valley

E. Schuchter

Chairman - Transportation
Committee

FRTF Inc

THE
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OF THE
MUSEUM
OF
COMPARATIVE ZOOLOGY
AND
ANATOMY
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