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GRADUATES

Tonight 24 members of the class commissioners will receive their certificates for their work. With the Christmas season approaching, the department wishes to extend its appreciation to those local public officials who have aided in their understanding of their duties and to those who have aided in the development of its Political Science Department in providing its facilities to these public officials.

The graduates who will receive their certificates are:

- William L. Balliet
- A. Tony Barbose
- Alan H. Bare
- Ralph M. Brown
- Thomas A. Callahan
- Brinley Crahall
- Michael Fasulka
- Andrew Garber
- Martha E. Hadsel
- David W. Hopkins
- John J. Jarzenbowicz

Best of Luck in

Local communities represented by the graduates are Luzerne, Forty Fort, Kingston, Lawrence, and Wilkes-Barre Township, Sugar Notch, and Tamaqua.

Meeting every Wednesday evening at the Balliet Hall, the class considered a different topic each week. Among the topics considered in the local government, making of ordinances, fire and building codes, recreation, and planning and zoning.

The faculty was headed by Dr. J. H. ... Department at Wilkes College. He is an experienced person especially in the field of ... Among the visiting ...

GRADUATION

Tonight 24 members of the class for borough councilmen and township commissioners will receive their certificates of attainment for completion of their work. With the Christmas season so near, the awards are a fitting gift to those local public officials who gave of their time in order to secure a better understanding of their duties and responsibilities. Wilkes College, and its Political Science Department in particular, has been most happy to offer its facilities to these public officials interested in sound local government.

The graduates who will receive certificates are:

William L. Balliet	Charles A. Jones
A. Tony Barbose	Gustave C. Kemerite
Alan H. Bare	George Kotyk
Ralph M. Brown	Joseph Lakus
Thomas A. Callahan	James J. McCarthy
Brinley Crahall	Grace A. McGinty
Michael Fasulka	Harvey O. Nielsen
Andrew Garber	George S. Sobeck
Martha E. Hadsel	Peter Stusnick
David W. Hopkins	Gilbert W. Watkins
John J. Jarzenbowicz	John C. Wordoski

Best of Luck in Your Official Capacity!

Local communities represented in the graduating class are Nuangola, Luzerne, Forty Fort, Kingston, Laurel Run, Courtdale, Hanover Township, Wilkes-Barre Township, Sugar Notch, and Edwardsville.

Meeting every Wednesday evening at 8 o'clock in Room 202, Pickering Hall, the class considered a different aspect of local government each week. Among the topics considered in the 10 sessions of the class were structure of local government, making of ordinances, municipal finance, police and traffic, fire and building codes, recreation, health, street maintenance, waste disposal, and planning and zoning.

The faculty was headed by Dr. Hugo V. Mailey of the Political Science Department at Wilkes College. He was ably assisted each week by a panel of experienced persons especially competent to discuss the topic under consideration. Among the visiting faculty were Attorneys Lewis R. Crisman and John

Morris; Robert Pickup, Robert Freeburn, and John Semski of the Pennsylvania Economy League; Penn Williams of the Police Department and Milton Jacobson of the Fire Department, both of Wilkes-Barre City; Police Chief David Francis of Kingston; Police Chief Herbert Woodeshick of Hanover Township; Sergeant A. J. Wilson of the State Police; Edwin McLaughlin, fire underwriter; Joseph Kane of the Playground Association; Dr. J. T. Millington of the Pennsylvania Department of Health; Mrs. Charles L. Shaeffer of Kingston; Harradon H. Smith of the Pennsylvania Department of Highways; Robert N. Bierly, engineer of five Luzerne County boros; engineers Bernard Bush and John Yenchko of the Pennsylvania Department of Health; and Dr. F. A. Pitkin, Executive Director of the State Planning Board.

WILKES-BARRE

Proposed 1953 budget of Wilkes-Barre was passed on second reading by the City Council. Third and final reading will come at the Council meeting tomorrow. Calling for an expenditure of \$1,953,660.90, the new budget exceeds the 1952 budget by \$39,850.82.

Approved on second reading also was an ordinance increasing the tax rate for debt purposes from 2.66 mills to 3 mills on each \$100 of assessed valuation. Revenue from this tax is for sinking-fund appropriations. First principal payment on the 1951 bond issue falls due in 1953.

Increase in the millage is .34 of a mill, or an increase of 3.4 cents a year on each \$100 of assessed valuation.

FORTY FORT

Forty Fort Council discussed the application of Social Security for boro employees. The matter was referred for study to the finance committee which is to report at the next Council meeting.

The finance committee reported it has been unable to find a means of granting the 15 per cent increase requested by boro employees but that it will reconsider the matter before the budget is compiled.

NEW HIGHWAY

Initial steps toward relocation of the Wilkes-Barre--Scranton Highway to bypass Dupont and Avoca and provide a modern approach to the airport at Avoca have been taken by the State Department of Highways. This has been confirmed by Bernard J. Harding, engineer of the Scranton District, State Highway Department. Scheduled for relocation is the main roadway from a point near the Comerford Drive-in Theatre below Dupont, to pass through the area east of the airport and then over the Moosic-Daleville Highway. It is contemplated the

project will begin sometime next year and not be completed until 1954. Payment of property damage would be the responsibility of Luzerne and Lackawanna Counties.

ACT 145 for HIGHWAY GRANTS

Payments under Act 145, which authorizes \$15,000,000 each year to local governments for road purposes, were certified on September 1, 1952. This Act provides for a \$5,000,000 annual increase over the former total of \$10,000,000 from the Motor License Fund. Formerly the allocation was on a mileage basis alone, in the ratio which the number of miles of streets in a municipality in any one of three classes (cities, boros, and townships) bore to the total miles of streets in these classes alone. Now 60 per cent of the allocation will be on the basis of the ratio which the number of miles of public streets in a municipality bears to the total number of miles maintained by all classes of municipalities in the State. The other 40 per cent will be divided on the basis of the ratio which the population of the municipality bears to the total population of all municipalities of a class. A boro or first-class township may gain or lose under this new formula. On the basis of the above formula, Hanover Township lost \$411.53 from its 1951 allocation on its third quarterly payment. Newport Township gained \$1,976.65; Plains gained \$450.66 and Wilkes-Barre Township gained \$267.93.

FEDERAL HIGHWAY AID

In 1952 Congress enacted the Federal Highway Act, appropriating \$550,000,000 for the next two years. The largest amount will be given for secondary road systems and smaller amounts for the primary highway system and urban street systems. To obtain federal aid it must be demonstrated that the proposed project will provide increased traffic safety. Local projects requiring the aid should originate with the local state highway department officials. Under Public Law 564, the federal government will now reimburse the cities for the cost of alterations to bridges over navigable rivers if they are made at the request of the federal government, provided the bridges are used for the purpose of carrying highway traffic. Local officials may thank the American Municipal Association for this step forward.

SOCIAL SECURITY FOR LOCAL GOVERNMENT WORKERS

Act 491 of the State Legislature permits Federal Social Security coverage to employees of governments on the local level. The Bureau of Social Security for Public Employees in the Department of Labor and Industry, headed by James Jamieson, the Director, will administer the set-up. The procedure set up under the Act calls for legal election by the municipality to come under the system, submission and approval of a plan by the State, and the final adoption.

Employees under an existing system may not be covered. A municipality may elect not to cover emergency employees, elective officers, part-time employees, and employees compensated on a fee basis. Provision is made for retroactive coverage without any interest payment. The Bureau of Social Security has mailed to municipalities the Act, a sample plan and agreement, sample ordinance, sample resolution, and a booklet of information.

WASTE DISPOSAL

Treatment of sewage is a relatively new thing. Sewage was an individual matter in America until the introduction of the water closet around 1850. The water closet was later connected into storm sewers so that human waste was then dumped into rivers. While the problem of disposing of the sewage may have been postponed by many communities, modern society compels that it be disposed of in a sanitary manner. Failure on the part of a community to plan for eventual sanitary disposal of sewage can be a very costly mistake. The Sanitary Water Board, whose administrative agency is the Bureau of Sanitary Engineering in the Department of Health, stands ready to assist a community in an advisory capacity on how to approach its disposal problem. While the Board is concerned with stream pollution wherever it occurs, it has focused its attention on those waters that are a source of water supply for other municipalities.

According to an article by Mark D. Hollis, of the United States Public Health Service, in *American City*, over \$9,000,000,000 has been invested in public sewage-treatment facilities since 1915. An additional billion has been spent on maintenance, not including operation. During 1949, municipalities spent over \$277,000,000 to build 208 sewage-treatment plants. To help those public officials who are interested in understanding whole problem, the Public Service Institute has prepared a collection of readings just for the asking. Write to Keery McAmbly of the Institute for it.

POLICE TRAINING

The Federal and State Governments, along with some local units, have made attempts to raise police standards. Three hundred sixty-four municipalities reported to the Bureau of Internal Affairs their participation in police training programs. Detective Frank Flynn of the Wilkes-Barre Police is instructing a basic police class on Wednesday afternoons in Butler Annex on the Wilkes College Campus.

PUBLICATION OF THE NEWS-LETTER

This is the first copy of the News-letter for interested public officials of local governments in Luzerne County. The News-letter originates in the Political Science Department of Wilkes College. For news, notes, and information, please address inquiries to Dr. Hugo V. Mailey, Political Science Department, Wilkes College, Wilkes-Barre, Pennsylvania.

Wilkes College Library *The Luzerne County News-letter*

VOL. II. NO. 1 WILKES COLLEGE, WILKES-BARRE, PA. JAN. 16, 1953

GRADUATION

The Graduation Dinner of the boro and first-class township officials class was held on December 15 at Wilkes College. The names of two of the graduates were inadvertently omitted from the list of graduates: Joseph Matiskiel of Wilkes-Barre Township and William Brush of Laurel Run. So sorry, Gentlemen.

Organization of an association for boro and township officials in Luzerne County was urged by Alfred S. Holt, Principal of the Public Service Institute, at the dinner. Organization of such an association would provide an opportunity for officials to discuss common problems.

Dr. Eugene S. Farley, President of Wilkes College, commented that good government is one of the essentials in attracting new industries to the area. He also asserted that strong local government plays a large part in the fight against communism since a constructive job in government creates faith in democracies.

ON AN ASSOCIATION

In regard to the formation of a County Association, Dr. Willard Hancock, Director of the Bureau of Municipal Affairs in the Department of Internal Affairs, states that under Article XII of the Boro Code, Section XXX, boros and townships are permitted to join together in a County Association and pay dues. The Beaver County Municipal Association is composed of County municipalities. According to Article 3 of the Association's by-laws, "Membership... shall consist of such municipalities in Beaver County, and such municipalities adjacent thereto as shall not have municipal associations, and which shall by resolution of their respective Councils declare their intention to become members of this Association."

NEW PLUMBING LAWS

A proposed new public-health plumbing law for Pennsylvania is being studied by State Health Department officials, representatives of organized business and labor, municipal associations and professional groups. There is a need for an orderly system of protecting public health as it is affected by the installation of sanitary plumbing equipment and facilities. The proposed measure would

adhere strictly to home-rule principles in placing the responsibility for the maintenance of high plumbing standards on the municipalities, with the State acting in a supervisory capacity and generally only in the event a municipality failed to accept its responsibility. Requirements governing plumbing and house and building drainage in all cities, boros, towns, and townships are stipulated in the proposed law. Provisions are included for inspection of work, and enforcement of the law. The Department's officials and the local agents will provide for the examination, licensure, and registration of persons, corporations, and authorities engaged in plumbing or house and building drainage.

INDUSTRIAL ZONING

Zoning, a tool to help to effect comprehensive plans, was devised to promote the best use of land and buildings. Its purpose is positive, not negative. The objectives are to stabilize property values, minimize congestion of traffic and people, encourage convenience and financial success and sponsor orderly growth. In the zeal of citizens to protect certain types of land use, other types--industrial--suffer. Industry was assigned the land currently used for industry, land deemed not suited for higher uses and land considered unfit for any use. The new approach in zoning is to treat industry as an equal member of the family of land uses, to anticipate the needs of industry, and to try to protect existing and potential industrial sites against the invasion of uses detrimental to industrial development. Principles of industrial zoning are:

1. Most communities require a certain amount of industrial development to produce a sound economy.
2. Industrial use should be considered equal to any other land use.
3. Industry will continue to grow and therefore require larger areas.
4. There is a need for reclassification of industry based on modern manufacturing processes.
5. Industrial potentialities of lands bearing a favorable relationship to transportation should be recognized.
6. Industrial zoning and highway planning should go hand in hand.
7. Street layout should be given special consideration.
8. Industrial zoning can be most effective when considered on a metropolitan basis.
9. Good zoning today substitutes zoning by compartments for zoning by layers.

10. Modern-day industrial zoning is based on performance standards.

11. Zoning ordinances should be permissive rather than prohibitive.

Industrial zoning is in a period of rapid change. Since Wyoming Valley is looking for industry to strengthen its economy, it would be well for every municipality to keep itself acquainted with all the implications and developments of modern zoning for industry.

STRIP-MINE SITES

Boro and township officials were told that the refuse disposal problem in Allegheny County may partially be solved through arrangements to use strip-mine sites as sanitary landfills. The double advantages of land restoration and economical disposal were outlined in a report by the Pennsylvania Economy League made at the request of boros and townships.

PUBLIC RELATIONS

If you tell the story and tell it plainly, you can produce community progress. That really is public relations. That's all there is to it. Your problem is to apply the techniques of public relations skillfully enough to anticipate the potential barriers of ignorance, misunderstanding, and prejudice, so they won't be flung across the paths of municipal progress.

BUDGETS

Budget time is reappraisal time. It is time to consider the adequacy of the various municipal operations. Comparison of a function's expenditures with those of other years, or with those of other municipalities, may provide some guide as to adequacy. Small appropriations may not be signs of economical operation. They might indicate inadequacy. Marked variations in unit costs from those of other years or of other jurisdictions are signposts to further investigations. Budget study should concern itself with a restudy of the organizational structure of the municipality. Can it be simplified? All the personnel should be scrutinized. Is each employee in the right spot? Can a better division of labor be made? Are employees being lost to private industry? Should changes be made in personnel policy regarding wages, vacations, sick leaves, or pensions? Will in-service training bring better results? Budget time is also public-relations time. The citizen has the right of review and recommendation. The fact that few citizens take advantage of their opportunities is not necessarily a good thing. Perhaps the citizen ought to be forced to view municipal operations on a broad scale. Better budgets will result, and local government will be strengthened if the attention of all concerned is directed to the positive objectives of budgeting.

INDUSTRIAL ZONING

adhere strictly to home-rule principles in placing the responsibility on the municipalities, acting in a supervisory capacity and generally only in the event of failure to accept its responsibility. Requirements governing planning and building drainage in all cities, boros, towns, and to be stipulated in the proposed law. Provisions are included for in-house and enforcement of the law. The Department's officials and the will provide for the examination, licensure, and registration of corporations, and authorities engaged in plumbing or house and building.

1. Most communities require a certain amount of industrial use to produce a sound economy.
2. Industrial use should be considered equal to any other use.
3. Industry will continue to grow and therefore require a certain amount of industrial use.
4. There is a need for reclassification of industry based on manufacturing processes.
5. Industrial potentialities of lands bearing a favorable transportation should be recognized.
6. Industrial zoning and highway planning should go hand in hand.
7. Street layout should be given special consideration.
8. Industrial zoning can be most effective when considered on a political basis.
9. Good zoning today substitutes zoning by compartments.

WHAT'S NEW

- WARRIOR RUN and HANOVER TOWNSHIP** - The road transfer between these two municipalities has hit a snag. The township will repair the road if both the road and the strip between the road and the township is ceded, while the boro wishes to cede merely the road. The matter of tax adjustment is also involved.
- NANTICOKE** - "Hold that line" is the slogan of the officials of this third-class city. With the help of the Pennsylvania Economy League, Nanticoke City Council has seen fit to decrease its tax rate by a full mill.
- WILKES-BARRE** - An additional \$8,000 revenue in 1953 is anticipated through the establishment of a new schedule of fees for construction permits and the examination and licensure of building tradesmen. The new fees for building contractors, electricians, and plumbers went into effect January 1.
- DALLAS TOWNSHIP** - Officers of the Dallas Township Board of Supervisors have decided to assign house numbers for the house delivery of mail where delivery will be set by the Post Office.
- ASHLEY** - The Boro Council took action to pay the boro employees before Christmas.
- LUZERNE COUNTY** - The Luzerne County Commissioners adopted a resolution giving assurances to Federal authorities the county is anxious to join the Commonwealth and four West Side municipalities in beginning construction of the flood-protection dike system on the west side of the River by the spring of 1953.
- EDWARDSVILLE** - The boro is considering social security for its 10 employees. It presently has no short-term notes and no bonded indebtedness.
- THE NARROWS** - The Roadside Committee of the Chamber of Commerce announced that the Committee has embarked on a program of beautification for the Plymouth-Kingston Narrows road. Steps to be taken include enlisting cooperation of adjoining municipalities in a zoning program, planting trees with the cooperation of the State's Highway Department, and increasing the accessibility to the general public of an outlook parapet.
- KINGSTON** - Passed an ordinance regulating openings or excavations within the public highways, providing for restoration of disturbed areas in the making of such openings.
- FORTY FORT** - The Council has enacted a program of sickness and health benefits for boro employees and has at the same time decided to hold the line on the 14 1/2 mill tax rate.
- SUGAR NOTCH** - The Council has discussed with the boro auditors the possibility of hiring certified public accountants to audit the municipality's books, and it appears that the plan may be followed through.
- HANOVER TOWNSHIP** - "Interesting Facts of Hanover Township" is available in the secretary's office. Officials have had plans approved by the PUC for electric lights at Oxford Street, Carey Avenue, and the Pennsylvania Railroad.

PUBLICATION

This News-letter for interested public officials of local governments in Luzerne County is published as a community service. It originates in the Political Science Department of Wilkes College. Please address inquiries to Dr. H. V. Mailey, Political Science Department, Wilkes College, Wilkes-Barre, Pennsylvania.

POOLED SERVICES

One of the methods by which a number of municipalities may cooperate and thereby stretch the tax dollar is that of POOLED SERVICES. This form of municipal cooperation aids in the solution of metropolitan problems without consolidation or annexation. Pooled services could cover almost the whole field of services and activities, particularly where small towns are so small as not to be able to handle the services individually. Police and fire administration, typist and duplicating pools, centralized purchasing, and central servicing and repairs of motor vehicles are just a few of the types of services that can and ought to be pooled in order to effect savings.

If careful analysis shows that actual savings or increased efficiency will result from consolidation of activities, then two steps are necessary. First, the proposals should be "sold" to the departments affected. Second, the plan of operations must be made clear.

The many fields wherein it would seem profitable to join operations would indicate a wider use of pooled services than actually exists. This is probably due to inertia, local pride, and the need for formalized agreements. Mount Lebanon Township has found that joint operations have paid.

A fresh look at the operations in your town may suggest pooling. Would it be cheaper? If the answer is "Pool!" then the difficulties are worth overcoming.

DINNER IN MARCH

Plans are proceeding rapidly for a dinner of local officials in Luzerne County. The dinner is set for Thursday, March 26, 1953, in the Wilkes College Cafeteria. The graduating class of councilmen and commissioners will remember the tasty dinner they ate there last December. A special effort is being made to have every boro, township, and city represented. The speaker for the occasion will be Dr. Willard Hancock, Director of the Bureau of Municipal Affairs in Harrisburg. His topic will be a timely one: "Act 145: Its Continuance or Modification."

CITY MANAGER

President Walter R. Unangst of the Quakertown Council stated recently that the savings in engineering consulting fees for a two-year period on a conservative basis would exceed \$10,000 since the town adopted city-manager government. Actual cash savings of over \$75,000 are claimed for a three-year period as a result of the boro assumption of all construction under the city manager.

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PUBLICATION

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Nanticoke - "Hold that line" is the slogan of the officials of city. With the help of the Pennsylvania Economy League Council has seen fit to decrease its tax rate by a full mill in Wilkes-Barre - An additional \$8,000 revenue in 1953 is an establishment of a new schedule of fees for construction the examination and licensure of building tradesmen. Dallas Township - Officers of the Dallas Township Board have decided to assign house numbers for the house delivery will be set by the Post Office.
Ashley - The Boro Council took action to pay the boro employees Christmas.
Luzerne County - The Luzerne County Commissioners are giving assurances to Federal authorities the county is a Commonwealth and four West Side municipalities in beginning of the flood-protection dike system on the west side of the spring of 1953.
Edwardsville - The boro is considering social security for it presently has no short-term notes and no bonded indebtedness.
The Narrows - The Roadside Committee of the Chamber of Commerce has embarked on a program for the Plymouth-Kingston Narrows road. Steps to be taken in cooperation of adjoining municipalities in a zoning plan with the cooperation of the State's Highway Department in the accessibility to the general public of an outlook for Kingston - Passed an ordinance regulating openings or excavations on public highways, providing for restoration of disturbed areas of such openings.
Forty Fort - The Council has enacted a program of sickle benefits for boro employees and has at the same time decided on the 1 1/2 mill tax rate.
Sugar Notch - The Council has discussed with the boro and of hiring certified public accountants to audit the municipality appears that the plan may be followed through.
Hanover Township - "Interesting Facts of Hanover Township" the secretary's office. Officials have had plans approved electric lights at Oxford Street, Carey Avenue, and the

REPORT CONTEST

Judges in the First Annual Contest for modernized municipal reports conducted by the Institute of Local Government at Penn State received 29 reports. They considered content of the report, understandability, utility, and attractiveness. The goal sought by the contest was a report that presented facts in an orderly and readable manner so that they might be understood by the average citizen.

Remember everybody wins when the citizen has a better knowledge of his home-town affairs. Get busy now for next year's contest. The Wilkes College Library has copies of all the winners. Read them as a guide. The entry form and three copies of the Annual Report should be mailed to the Institute of Local Government at Penn State not later than July 1, 1953.

SANITATION ORDER

Rejection by the voters of a proposed \$108,000 bond issue has made it impossible for the Boro of Bridgeport in Montgomery County to comply with an order of the State Sanitary Board to construct a secondary sewage-treatment plant. Although the Boro complied with an order to submit plans, it failed to proceed with construction. The State's suit seeks to prevent the Boro from discharging its sewage into the River. Since this is a test case, boros would do well to follow it.

On the State's stream clean-up drive, Governor John S. Fine held out a hope to hard-pressed municipalities for State aid. A definite recommendation may soon come from his office.

MAGISTRATES' CLASS

Interest still runs high in the class for magistrates conducted by Alderman Francis V. Murphy. A class of about 25 magistrates meets every Wednesday evening at Wilkes College. The State Association has launched another drive for legislation establishing higher educational standards. A similar bill that would force members of the minor judiciary to take a course in legal instruction did not pass.

LEGAL NOTES

Since Social Security coverage is barred only by an existing retirement system or fund and not by a disability or death-benefit program, a local retirement system for policemen may be converted into a disability and/or death-benefit program without affecting the right to receive the State insurance tax money.

COUNCILMEN AND COMMISSIONERS

'Tis said that "A man's judgment is not better than his information." This is used by Robert Cameron in the Montgomery County Recorder. It is from his article that the following bit of advice is taken:

If you officials bring uninformed opinions to your chambers, you act unintelligently and really let your constituents down. On the other hand, if you take the trouble to look into a matter, to get the facts, then you are in a position to make much wiser decisions. Among the tools available are: Chrostwaite's "Borough Bulletin," "Borough Officers Handbook." You can consult the Pennsylvania Economy League. You are invited to use the Wilkes College Library and the College facilities. You can learn from officials in other boros how they handle similar problems. You can attend the annual meetings of your own associations. You can obtain data from the Bureau of Municipal Affairs in the Department of Internal Affairs headed by Dr. Willard Hancock. The sources are numerous. All you need is the desire.

PLANNING

The Shenango Valley Regional Planning Commission has been organized in Mercer County. It serves two cities, three boros, and two townships. Representing them is an 18-member commission that will assist the localities in planning and zoning problems.

Municipalities in this area would do well to look into Act 624 of the 1951 General Assembly which created the Metropolitan Study Commission for Allegheny County. Section I of that Act states that the Commission was created in order to promote the uniform development of the 129 municipalities in the County and encourage these same to cooperate in meeting the problems attendant to the growth of the County.

PARKING METERS

Denver is experimenting with a device which resets parking meters when motorists pull out of metered parking spaces so that other drivers may not benefit from unused time on the meters. The mechanism consists of a bar set into the pavement about midway in the parking space, parallel with the meter. A car pulling out crosses the bar, activating an electric impulse which resets the meter.

PUBLICATION

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WHAT'S NEW IN LUZERNE COUNTY

- AVOCA - Additional funds for the hiring of special police officers are included in the 1953 budget.
- DUPONT - The 1953 budget will attempt to reduce the boro indebtedness to a low of only \$4,000.
- EDWARDSVILLE - The proposed budget lists approximately \$72,000 for general operation and \$4,500 for road maintenance.
- HANOVER TOWNSHIP - Township and Wilkes-Barre officials have reached an agreement on the installation of an automatic stop-and-go signal at Carey and Division Streets, costs of which will be equally divided.
- SWOYERVILLE - Council approved a budget that is slightly higher than in 1952, by approximately \$1,500. The 17-mill levy is retained.
- DALLAS - Council plans a new boro building either on the Harvey's Lake Highway or on the Tunkhannock Highway.
- WILKES-BARRE - The Traffic Commission will be asked to approve for a trial period one-way traffic on two of the city's important arteries - Franklin and Washington Streets.
- NANTICOKE - The Pennsylvania Economy League has completed a survey of the finances of the city, indicating that the city's finances and credit have been placed on firm ground.
- HAZLETON - In 1950 the League published a comprehensive report on the Hazleton Police Department. In January, 1953, the League reassessed three of the proposals made relative to the Police Department's efficiency.
- PLYMOUTH - Members of the Police Department have agreed to deduction from their pays for Social Security, but are not certain whether they will remain enrolled (see the Boro Bulletin for Legal Opinions).
- LARKSVILLE - According to reports, the budget provides for about the same receipts and expenditures as last year.
- SWOYERVILLE - The boro solons are being urged by the local citizenry to adopt comprehensive building, zoning, and fire codes.
- FORTY FORT - No plans for major expenditures have been proposed. The State Highway Department and the Boro are endeavoring to reach an agreement on the construction of curbing on its main street.
- LUZERNE COUNTY - The Commissioners have paved the way for more than 100 county per diem employees to get Social Security coverage.
- DURYEA - The solicitor advised the Council that the vacancy of auditor cannot be filled by that body.
- WILKES - BARRE TOWNSHIP - The Township is one of the few that purchases its fire service from the City of Wilkes-Barre.
- NEWPORT TOWNSHIP - Inasmuch as the budget is \$7,000 lower than it was last year, no capital improvements are planned during the year.
- KINGSTON - The proposed budget provides for a 15-mill general tax levy, 1 1/2 mills for the sinking fund, and 1 1/4 mills for the light fund.

The Luzerne County News-letter

PUBLISHED BY WILKES COLLEGE

WILKES-BARRE, PENNSYLVANIA

Vol. II, No. 3 March 16, 1953

DON'T MISS THE DINNER

The speaker at the March 26 dinner for local officials in Luzerne County will be Dr. Willard Hancock, Director of the Bureau of Municipal Affairs in Harrisburg. Dr. Hancock, a native of Plains Township, has chosen to discuss "Act 145: Its Continuance or Modification."

Act 145, it will be remembered, cut appropriations for such urban areas as cities, boros, and first-class townships and increased road appropriations for second-class townships. What should the basis for such appropriations be-- mileage, area, population, assessed value of land abutting, relative indebtedness of the unit, cost of construction? Dr. Hancock may well have the answers.

PHONE THE POLITICAL SCIENCE DEPARTMENT AT WILKES COLLEGE --WILKES-BARRE 4-4651-- TO RESERVE A PLACE FOR THE MARCH 26 DINNER IN THE COLLEGE CAFETERIA. Cost of the dinner: \$1.50.

TOWN MEETING

What to do when irate citizens protest, "We don't know what's going on at city hall"?

Many city officials have found a satisfactory answer in little town meetings, which put the personal touch into local government. Such meetings, held today in Worcester, Mass., Kansas City, Mo., Portland, Me., and the Fifth Ward of Kingston, acquaint the public with what the municipality is doing and with what it can and cannot reasonably be expected to do. Thanks to the friendly spirit and informality of the meetings, those who attend them speak freely.

Says Portland City Manager Lyman S. Moore: "We feel that the neighborhood town meeting shows promise of becoming an indispensable element of the medium-sized city in making democracy work at the grass roots."

It is pleasant to report that the town meeting has been introduced to Wyoming Valley through Kingston Councilman Ralph M. Brown of the Fifth Ward, who makes use of the Rutter Street School. Well attended by partisans of both parties, his meetings have enabled his constituents to learn about Kingston government and have kept him in touch with the problems of those same constituents.

Town meetings are valuable for a variety of reasons:

1. They indicate that the local solon sincerely regards public office as a public trust.

2. They afford the official direct communication with citizens on their own ground.
3. They secure immediate governmental response to justified complaints.
4. They test citizen reaction to projected programs.
5. They permit the solon to demonstrate the range of the municipal program in relation to size, cost, and time factors.

The taxpayers' associations that mushroom in every little town are only the result of lack of insight on the part of local officials. If councilmen and commissioners would regularly coordinate the resources of the community, regularly report on social conditions in the area, and then plan and recommend with public approval, their road would be considerably smoother.

STREET CLEANING

In Evanston, Illinois, a ban on all-night parking, alternately on each side of the street, has cut street-cleaning time by two-thirds.

PARKING IN BUFFALO

Buffalo has granted tax exemption to buildings constructed, altered, and remodeled to provide off-street parking. The exemption applies only to general property taxes and not to special assessments, and is to run for 15 years after the completion of the parking structure. It will apply only to the building improvement and not to the land. To qualify, buildings must have a minimum capacity of 150 cars. At least 75 per cent of the floor area must be used exclusively for off-street parking. Exemption proportionate to the percentage of parking area to the total may be allowed.

SERVICE CHARGE

The municipality which sets up a refuse service-charge system should also set up an efficient billing and collection procedure. Boros and townships vary in the billing methods. The more common billing methods are (1) separate bill, generally with a discount for prompt payment; (2) separate ticket system; (3) an item on the tax bill or on the water bill. The municipality can reduce its administrative overhead by combining the collection charge with the tax bill. A majority of cities send out bills on a quarterly or semi-annual basis to reduce the householder's burden and to stabilize the working revenue of the municipality.

WHAT'S NEW

- DUPONT - With the adoption of the 5 per cent tax on admissions, the Council will take half of the 10 per cent admissions tax already levied by the School Board.
- AVOCA - The Lions voted to purchase six wastepaper receptacles to be presented to the boro for proper distribution.
- FORTY FORT - A 5 per cent increase for all boro employees was approved by the Council; the ordinance excludes the engineer, solicitor, secretary, and burgess.
- WEST HAZLETON - A preliminary injunction restraining the Council from collecting a 22-mill tax levy was obtained from the Luzerne County Court.
- NEWPORT TOWNSHIP - The Commissioners have adopted a supplemental ordinance restricting parking to one side of the street on several narrow thoroughfares.
- DURYEA - Continuation of the road-repair program in the borough is promised by this year's budget, which includes \$6,500 for the project.
- WEST PITTSTON - The fire loss of \$100,000 may cause the Council to revise its budget which provided for a half-mill tax reduction and to restore the 17 1/2-mill levy.
- EXETER - There might be an inclination among the Council members to reduce the number of councilmen with a view to saving the boro about \$1,200 a year.
- HANOVER TOWNSHIP - The Commissioners conferred with officials of the Pennsylvania Department of Highways relative to a proposed new connecting highway between Askam and the new state road at Sans Souci Park.
- LARKSVILLE - Because the Boro lost \$75,468 in assessments for 1953, the Council must borrow \$20,000 for general purposes.
- WILKES-BARRE - Non-assessable property in the City, including both land and buildings, has a total valuation of \$30,653,763. Tax-free property amounts to \$19,728,729. It is noteworthy that the total non-assessable property in the City exceeds the Occupation, Real Estate, and Coal Total Valuation for tax purposes of every Luzerne County municipality but one--Hanover Township.
- EDWARDSVILLE - The boro lockup is in good condition, according to a letter from the Department of Welfare which complimented officials on its upkeep.
- ASHLEY - Ashley Lions Club has presented white capes to the police to lessen the hazards they face.
- KINGSTON - The Council is seriously considering the purchase of a community building. Several plans are now under consideration.
- LUZERNE - Council has instructed the boro engineer to check the mine subsidence because of the number of complaints.
- SUGAR NOTCH - Increased road work, as planned in the budget, will amount to several thousands of dollars.
- THE COUNTY - Luzerne County's assessed valuation for 1953 shows a net gain of \$469,746 over the 1952 figure, according to certified valuation of the County. There was a drop of occupational taxables of 804 in 1953, resulting in a loss of \$90,932 in valuation. There was also a loss of \$1,607,360 in coal valuation for the year. The gain was realized in real estate valuation -- a gain of \$2,077,106.

THE THREE E'S OF TRAFFIC CONTROL

The Wilkes-Barre City officials are currently finding out something about the three E's of traffic control--engineering, enforcement, and education. Engineers can spend months studying the traffic problem and prepare an excellent plan of control. Police can track down violators of well-conceived regulations. But if the public hasn't been educated or refuses to accept well-conceived plans, traffic snarls will never be straightened out.

After several weeks, the Wilkes-Barre police find that the public has not adjusted to one-way streets. Some motorists still remain in the right-hand lane on one-way streets. The value of double-lane traffic is lost if both lanes are not used. Moreover, making a left-hand turn from the right-hand lane could prove mighty costly to the motorist.

Traffic problems have another aspect, too. Pedestrian regulations must be a part of the traffic code. The essence of pedestrian control is that the man who walks on the street is no different, in the eyes of the law, from the man who drives on it. Each has an equal responsibility to obey the law. Washington, D. C. had 499 pedestrian arrests in 1952.

In an effort to reduce jaywalking, Philadelphia has hired nine professional models, attired in policemen's caps and carrying police whistles, to hand out fake traffic tickets to jaywalkers. A printed seal on the ticket states: "This ticket is phony but it is a fact you could have lost your life. DON'T JAYWALK."

SEWAGE PLANS

Communities in this area have at last shown that they desire to cooperate to solve their common sewage problem. Single-treatment works for each town is an extravagant waste of taxpayers' funds. Whether one plant or a half a dozen plants are needed can be decided only after a careful engineering survey, such as that being undertaken at the behest of the Chamber of Commerce. Area-wide planning requires cooperation.

While awaiting the release of the survey by the engineers, every public official could be educating himself on the subject by reading Dr. Russell Teague's article, "Clean Streams," in the quarterly publication of the Sanitary Water Board and "Individual Sewage Disposal Systems," reprint no. 2461 of the Public Health Service of the U. S. Keery McAmbley of the Public Service Institute has prepared a collection of readings on the subject that can be had just for the asking.

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Wilkes College Library

The Luzerne County News-letter

VOL. II, NO. 4 WILKES COLLEGE, WILKES-BARRE, PA. APRIL 15, 1953

THE DINNER

Some 35 councilmen and commissioners of the Wyoming Valley area attended the first bi-monthly dinner meeting held in the Wilkes College Cafeteria on March 26, 1953. Dr. Willard Hancock, Director of the Bureau of Municipal Affairs, devoted most of his talk to a review of proposed legislation affecting boros and townships, emphasizing the measures allocating road funds. He pointed out that Act 145, which annually allocates \$15,000,000 for road upkeep to cities, boros, and townships on the basis of mileage and population, expires at the end of this year. Present House Bill 650 would hold the line, whereas Senate Bill 344 would increase the annual appropriation to \$20,000,000.

Hosts at the dinner were Hanover Township officials: Gwilliam Williams, President of the Board; John C. Wordoski, Second Vice President of the State Township Association; Township Secretary Andrew Garber, James McCarthy, Stephen Yanoshak, and George Kotik. Entertainment was furnished by Arthur Thomas, humorist. Brief remarks were made by John C. Wordoski, Dr. Hugo Mailey, and Andrew Garber.

Municipalities represented at this first meeting were Courtdale, Edwardsville, Forty Fort, Hanover Township, Kingston, Luzerne, Nuangola, Newport Township, Plains Township, Wilkes-Barre Township, and West Pittston.

The next meeting has tentatively been set for Thursday, May 21, at the College Cafeteria. The topic to be discussed will be "Sewage Disposal: How to Finance It." Make reservations now. It is hoped that every municipality will send at least one representative in order that permanent associations may be formed.

TAX COLLECTORS

Luzerne County Tax Collectors Association adopted a resolution calling for the passage of an act by the State Legislature which would exonerate persons over 65 from payment of the per capita and occupation taxes.

CITIZENS' HANDBOOK

Citizens' Handbook, a publication prepared by the Bureau of Municipal Affairs and containing information concerning local election regulations and voting procedures, is now available at a very low price.

FINANCING SEWAGE PROJECTS

Financing sewage projects will be one of the problems facing the 15 municipalities when the sewage survey conducted by Albright and Friehl, engineers, is finally released through the Public Services Committee of the Chamber of Commerce. Financing varies with conditions to be met. The common methods by which a town or towns may raise funds in this State for the construction of such facilities are:

1. Through General Obligation Bonds
2. Through assessments using General Obligation Bonds in a revolving fund
3. By current revenue from existing sources or from reserves
4. By the creation of a municipal authority and the issuance of revenue bonds
5. By temporary loan
6. Through a privately owned sewer company

MUNICIPAL AUTHORITY IN PENNSYLVANIA

Practically all communities which have built sewage treatment works in compliance with the orders of the Sanitary Water Board have adopted the authority method of financing the project. This is the youngest type of municipal instrumentality, born only fifteen years ago.

A municipal authority is a special public corporation, whose obligations are payable solely from its revenues. Authorities have no taxing power. The authority owns a revenue-producing project under public control. Its business must be self-liquidating, and its corporate existence limited to fifty years. When all debts are liquidated, all assets revert to the incorporating municipalities. Some 24 functions may be performed by Pennsylvania authority, among which is the function of sewers, sewage systems, and sewage treatment works. It is eligible for federal subsidies. Its bonds are tax exempt. They are subject to the same degree of regulation as a privately owned utility.

The joint authority, worthy of consideration in Wyoming Valley, would transcend political boundaries. The authority has made joint action by several municipalities a reality. It functionally unifies local governments. The largest joint project, the Allegheny County Sanitary Authority, is an attempt to solve the sewage disposal problems for the whole of Allegheny County, including 63 municipalities.

The administration of the authority is vested in a governing body or board, which in the case of a joint endeavor consists of a number of members at least equal to the number of incorporating municipalities, but in no instance less than five. Membership in the Board is usually deemed an honor and trust, and no salary is usually given. Councilmen may not serve on the boards, nor may a burgess fill the post.

Authority management is generally strong and competent. Virtually all authorities appoint competent managers and often seek technical advice. Lacking taxing power, an authority must stand or fall as a business enterprise.

The one important advantage to Luzerne County municipalities is that a joint authority would permit the local units to embark on a capital improvement without regard to debt limitation or borrowing capacity tied to assessments.

SEWAGE AUTHORITY RATES

Goldman, Sacks and Co. bought a \$1,300,000 bond issue for the new Pottstown secondary sewage-disposal plant at a 1.96 per cent interest rate. Only York's rate of 1.82 per cent is lower, and it was secured by the borough officials talking personally to Moody and Company, municipal credit-rating organization. Cited were Pottstown's diversified industries, good labor-management relations, sound financial standing, and efficient municipal government.

The Sunbury Municipal Authority issued \$1,075,000 worth of bonds at 2 1/4 to 2 3/4 per cent. The sewer rental charges amount to \$20 a year or about \$1.66 a month for each dwelling.

The interest rate for \$475,000 worth of bonds issued by Danville will be 2.016 per cent. Sewer rental charge will be \$19 a year.

TRAILER HOUSING

Municipalities should give serious consideration to the trailer problem. Trailers and trailer parks need regular attention in the public interest. They should be recognized in the zoning and building codes. A special ordinance should provide regulations for health and safety. And finally, some taxes should be levied so that the needs of permanent trailer families for education, recreation, and protection may be provided without undue hardship on families living in fixed housing.

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WHAT'S NEW

CHAMBER OF COMMERCE - Four local units--Forty Fort, Wyoming, Kingston, and Plains Township--have already paid into a special account their proportionate shares of the funds necessary to conduct a Valley-wide survey of sewage needs. The proposed survey would consider groupings and construction as well as maintenance and finance costs. The 15 river-bordering municipalities have approved the survey as part of their joint approach to the over-all question of compliance with the State's Clean Streams Program. Letters from the Justice Department threatening local officials came as a surprise in the light of the 15 communities' attempt at a joint plan.

EXETER - Boro Council ordered the sale of a boro motorcycle, a road truck, and the plate glass salvaged from the honor roll.

FORTY FORT - In addition to approving a motion placing Boro employees under Social Security effective April 1, Council changed from residential and commercial to light industry an area bordering the American Stores warehouse property.

KINGSTON - Council amended the zoning ordinance, increasing the number of signatures necessary for approval from 75 per cent to 100 per cent in an area 500 feet from the proposed location of a filling station.

KINGSTON TOWNSHIP - Supervisors have been granted permission to install a four-post traffic signal at the intersection of Carverton and Church roads in Trucksville. The light, cost of which is estimated at \$2,000, will be operated by a push-button for pedestrians and a trip-plate for automobiles.

NANTICOKE - The City's taxable valuation decreased \$283,263 during the past year, while the City's debt was reduced more than \$64,000. Borrowing capacity has increased to \$142,479. Almost 90 per cent of the 1952 taxes were collected.

PLAINS TOWNSHIP - An agreement has been reached by Township officials and Pagnotti interests that trucks now using the Township roads near the VA Hospital will use a private road instead.

WILKES-BARRE - Teams from the Bureau of Assessment began April 1 to cover every ward to insure complete registration of persons subject to the City's personal tax.

WYOMING - A zoning ordinance intended to protect property owners against depreciation of their real estate is under consideration.

LUZERNE COUNTY - Adoption of two Wright Township roads as a County highway will be submitted to the April grand jury.

INTERESTING NAMES

The Burgess of Narberth is Sterling Chain--no doubt one who is always on the watch for the public's interests.

Wilkes College Library The Luzerne County News-letter

VOL. II, NO. 5 WILKES COLLEGE, WILKES-BARRE, PA. MAY 15, 1953

THE DINNER

Councilmen and Commissioners will hold their second joint session at 6:30 P.M. on May 21 at the Wilkes College Cafeteria. The Honorable S. Cober Braucher, Deputy Secretary of the Department of Internal Affairs, will speak on the subject "Sewage Disposal and How It Can Be Financed." Organization plans for next year will also be discussed. The Boro of Kingston will act as the official hosts for the evening. Make reservations with Dr. Hugo V. Mailey as soon as possible. Telephone 4-4651.

FORTY - SECOND ANNUAL CONVENTION

The boros of Pennsylvania will hold their annual convention at the Bellevue-Stratford Hotel in Philadelphia May 27 to May 29. Plan now to attend in the interest of boro government in the State. It may yet be possible for the Luzerne County representative to sit on the Resolutions Committee.

METROPOLITANITIS

While the nation's cities increased 13.9 per cent in population in the decade between 1940 to 1950, the fringe-area communities grew 35.9 per cent. Today at least one-fourth of the population of the United States lives in the metropolitan communities.

REFERENCE

"The Authority in Pennsylvania: Pro and Con," by Tina V. Weintraub and James D. Patterson, is available in the Wilkes College Library. This 50-page booklet explains what special governmental "magic," if any, the authority in fact possesses.

RUBBER ROAD

Work has started on New Jersey's first rubber road. Ole Hansen & Sons, contracting firm of Pleasantville, began the job of laying a one-and-one-half-inch rubber surface on a four-and-one-half-mile stretch. About 6,600 tons of a rubber paving compound will be laid on the highway in the State Highway Department's first test of rubber roads. The material with which the road is being paved is a combination of asphalt and sura-sealz, a synthetic rubber compound made by the Naugatuck (Conn.) Chemical Division of the United States Rubber Company. The compound is being shipped in a hot mix stage from the plant in tank trucks carrying 3,000 gallons of the material each trip.

SOCIAL SECURITY

The State Social Security Bureau is running into trouble trying to help some policemen and firemen already under pension systems qualify for social security coverage. The Bureau now has 15,000 public employees covered in 384 contracts between the federal governments and cities, townships, boros, school districts, and municipal authorities, expecting some 70 more in the next several weeks.

It is a difficult problem with third-class cities. They must have retirement systems for their policemen by law and the question whether they can abolish them is a legal one. The third-class cities code requires the State's 47 communities of that classification to set up pension plans for policemen.

FEDERAL TAXES FOR HIGHWAYS

There are 7 different federal taxes on motor-vehicle owners. The taxes and approximate amounts collected on each for fiscal year 1951 are:

7 per cent on new motor cars and cycles	\$653,363,451
1 1/2 cents a gallon on gas	569,047,960
5 per cent on new trucks	121,248,890
5 cents a lb. on tires	166,424,958
5 per cent on parts and accessories	119,475,023
9 cents a lb. on inner tubes	31,958,282
6 cents a lb. on lubricating oils	97,238,095

Motorists pay more than two billion dollars a year in federal gasoline taxes to the federal government. Only five hundred million, or about 25 per cent of that huge levy goes for highway construction through matching funds to the states. The remainder goes into the general fund of the U. S. Treasury.

Congressman George, Kansas, a member of the Subcommittee on Roads of the Public Works Committee of the House, feels that too much money is being diverted from road construction. His claim is that our whole highway system will break down under the transportation needs because the States have not the funds since the federal government is draining this source of revenue.

Congress has authorized an increase of funds for highways to 575 million dollars annually for fiscal years ending 1954 and 1955. Under the two-year program, starting July 1, 1953, there will be 247 1/2 million for projects on the primary highway system, 165 million for secondary roads, 137 1/2 million for urban roads, and 25 million for the so-called national system of interstate highways.

MINNESOTA ROAD REPAIR

The Minnesota State Department of Highways has found three tools standard equipment in filling concrete pavement cracks. The paving kettle is followed immediately by a rubber-edged squeegee which wipes off the surplus bituminous material and carries it forward into the infilled joints. The squeegee has reduced the use of material by one-third. The third tool is a cone-shaped device that distributes lime, cement, or fine dust over the wiped joint. This eliminates pavement smearing and safeguards the fresh materials against removal by suction of passing vehicles.

DEFECT IN STREET

Municipalities which have control over the streets are liable to damages for injuries sustained in consequence of their failure to use reasonable care to keep them in a reasonably safe condition for travel. Notice is an essential element of the claim. It must be established, moreover, that the defect existed for an unreasonable length of time.

ORDINANCES AND LICENSE FEES

Where a license fee is assessed, it must be in accordance with the expense of issuing the license and of inspecting the business. In the Case Commonwealth v. McFadden, it was held that an annual fee of \$100 for each trailer camp, in addition to a permit fee of five dollars per permit per month for each trailer and for each monthly renewal, exceeded the costs of supervision, inspection, and regulation and constituted a revenue tax under the guise of a police regulation.

WHAT'S NEW

- CHAMBER OF COMMERCE - Thirteen of the 15 River-bordering government units have mailed in contracts entering into a joint survey on the sewage problem. It is understood that all have signified to cooperate.
- LUZERNE COUNTY - Payment of \$80,000 on bonds will bring the bonded indebtedness to \$940,000--well below the legal limit of two per cent of the County's valuation, or a limit of \$5,262,386.
- NANTICOKE - The new street lamps recently installed in the City's business district were turned on for the first time several nights ago, and made a most favorable impression.
- PLYMOUTH - Property valuation has increased during the last 10 years, but the loss of taxable persons gives the Town something to think about. The 6,094 taxables this year is a drop of 224 from last year.
- DALLAS TOWNSHIP - The State Department of Highways has recommended installation of a traffic-control light as a means of reducing accidents at the intersection of the Harvey's Lake Highway and the new Lehman Road. Expenses will be borne by the municipality.
- WILKES-BARRE - The new building code, on which builders, contractors, and public officials spent more than a year, is nearly ready for adoption.
- KINGSTON TOWNSHIP - One of the problems facing local officials is the expansion of the police department to afford protection to a rapidly expanding residential area.
- NEWPORT TOWNSHIP - Local officials were informed that the municipality is one of three whose application for Social Security coverage for employees has been approved at Harrisburg. Police are excluded.
- WYOMING - Zoning, playgrounds, and Christmas lighting are three problems requiring solution this year.
- HANOVER TOWNSHIP - The Commissioners have been giving serious thought to lights and guard rails along the new State Highway.
- PITTSSTON - Parking revenue declined \$519 during the first quarter of 1953 as compared with the first quarter of last year.
- EXETER - Council is desirous of cooperating with the Town's biggest taxpayer, a lawn mower firm which provides an income of \$6,491.
- KINGSTON - Subject of discussion among local officials and merchants is parking meters.

NOTE

Sooner or later it was bound to happen: the burgess of Morrisville is William Burgess, Jr. Should he be addressed as Burgess Burgess?

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JUN 23 1953
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The Luzerne County News-letter

VOL. II, NO. 6

WILKES COLLEGE, WILKES-BARRE, PA.

JUNE 15, 1953

S. COBER BRAUCHER

Some 50 councilmen and commissioners gathered in Wilkes College cafeteria May 21 to hear S. Cober Braucher, deputy secretary of the Department of Internal Affairs, explain the authority as a means of financing sewage disposal.

"Within the past decade," Mr. Braucher said, "most municipalities have become sensible of their obligation to dispose of waste in such a manner as not to contaminate their water supplies, realizing nothing is so likely to keep industry out of an area as polluted water."

He pointed out the authority has come into favor because it can borrow as much as it needs to construct, operate, and repair a sewage plant provided it has the revenue to pay interest and retire its bonds. The idea of paying rent for sewers is a relatively new one, he observed, adding liens against those refusing to pay their sewer rentals take precedence over mortgages.

The presiding officer was William I. Martin, Burgess of Kingston, which boro served as host for the evening. Other local units represented at the meeting were Luzerne, Laurel Run, Nuangola, Courtdale, Wilkes-Barre, Hanover Township, Wilkes-Barre Township, Forty Fort, Sugar Notch, Newport Township, West Pittston, and Kingston.

COUNTY UNIT

Decision by representatives of about a dozen boros to form a county association was reached last May 21 at the dinner meeting. Ralph Brown, councilman from Kingston, was elected temporary chairman while Roy Speece, secretary of the council from West Pittston, was named temporary secretary of the organization. Appointed to the executive committee which will meet on June 17 to draft a set of by-laws were John Jarzenbowicz, Sugar Notch; Alan Bare, Forty Fort; Brinley Crahall, Courtdale; Fred Balliet, Nuangola; George Sobeck, Luzerne; and Thomas Callahan, Laurel Run. Suggestions for organizing the association of boros were furnished by D. William Arndt of Berwick, secretary of the Columbia-Montour Boros Association and member of the executive committee of the State Boros Association.

ATTRACTING INDUSTRY

"Attracting Industry to Cities" is the title of a very informative article in the May 1953 issue of the National Municipal Review. The article, a reprint, was written by Dr. Lawrence Durisch, authority in the field of municipal government.

Many times it is not such primary factors as availability of markets, raw materials, or labor supply that determine where a new industry locates, but rather such secondary considerations as local government services. Local leaders have centered their attention on municipal financing of industrial undertakings or subsidies. The State Legislatures of Alabama, Kentucky, Mississippi, and Tennessee have passed legislation to permit community financing of new industry. This spectacular endeavor has its proponents and opponents. Some of the latter hold this method of attracting industry obscures the real role of local government, which role is to create a place where people can work and live.

The most important part that local government can play in industrial development is to perform well its regular functions of government.

Here are some of the services that industry considers important: property protection, including both fire and police; public schools and facilities for employee training; public health; hospital facilities; housing; local transportation; water and electric utilities, those publicly managed and those privately operated; recreation; and planning and zoning as they affect the availability of industrial sites and the convenience of industrial areas.

Examples are mentioned: One town was told rather bluntly by an industry which located elsewhere: "There is nothing wrong with your town as an industrial location that a good city government would not cure." Few towns realize completely the value of being known as a good town in which to live and work.

Adequate services of local government do not in themselves insure initial or continuing success in industrial development. They do, however, constitute the most lasting inducement which local government can extend to industry.

NON-PROPERTY TAX REVENUES

Non-property taxes became important when the 1947 Legislature passed the Home Rule Tax Law, otherwise known as the "tax-anything" law. A number of factors dictated its passage at the time, most important of which was the fact that the State wished to curtail subsidies to local governments. Another important factor was the generally low property assessments around the State, which are about 30 per cent of market value throughout the State.

It ought to be noted that the law has not reduced real estate taxes, rather it has been used to finance new activities. Local governments still have not done anything about local tax assessments.

CLEVELAND'S ANTI-JAYWALKING DRIVE

Cleveland police have been presenting roses to good drivers and free cigarets to careful pedestrians in that city's drive to rid the city of jay-walkers. On the first day of the drive, 218 tickets were issued to jaywalking pedestrians, and 14 motorists were cited for failure to yield the right of way to pedestrians.

ACT 145 - from the \$12,000,000 and the \$3,000,000

The cities received	\$3,080,017
The boros received	2,247,650
The first-class townships received	632,515
The second-class townships received	<u>9,039,808</u>
	\$14,999,990

This allocation was on a basis of 60 per cent for road mileage and 40 per cent for population. This fact increased the appropriation to second-class townships, which contain 45,000 miles of road, whereas other units combined contain about 13,500.

UNIFORM LAW FOR TRUCKERS

A special committee of the Council of State Governments has recommended enactment by the states of a uniform law to assure more equitable payment of highway-user taxes by operators of heavy commercial vehicles in both interstate and intrastate commerce. Such a law would apply to heavy vehicles with a gross weight of 18,000 lbs. or more.

BILLS SIGNED BY THE GOVERNOR

- H. 383 - Giving townships additional powers in relation to streets, State highways, sewers, public squares, and abutting properties.
- H. 384 - Requiring local taxes under "tax-anything" law of 1947 to be re-enacted annually.
- H. 703 - Changing provisions relating to effective date of laws affecting budgets of municipalities.

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WHAT'S NEW?

- CONYNGHAM - Court approval of annexation by the Boro of a 2.2 acre section of Sugarloaf Township was asked in a petition filed with the Court.
- KINGSTON - The problem of cost of collection of ashes is presently being discussed.
- ASHLEY - Only 38 properties were turned in to the county this month for unpaid taxes, fewer than last year.
- DALLAS - Citizens of the Boro have realized the need for a more systemized parking program for the area to insure success of all enterprises in the section.
- PLYMOUTH - The bond issues proposed by the council will be redeemable within two years, purpose of the bonds being for emergency work, which has not been provided for in the annual budget.
- SWOYERVILLE - New street signs were placed at all intersections in the Boro.
- LUZERNE COUNTY - County officials voted more than \$200,000 for land damages incidental to improvement of state highways in the county, but at the same time they expressed annoyance at the prospect of these costs becoming perpetual as the state continues to expand its highway system.
- PITTSBURGH - The City has an accumulation of \$423,402.97 in back taxes, most of which date from 1952.
- EDWARDSVILLE - Reports have it that the City fathers are planning an ordinance to prohibit dumping within its limits.
- WILKES-BARRE - The City contemplates the purchase of a coin machine designed to assort and count all types of mixed deposits accurately at a speed of 500 coins a minute. The machine will be used to sort, count, and package the millions of coins taken from the parking meters.
- HANOVER TOWNSHIP - The commissioners have undertaken a road-improvement program and have asked the cooperation of motorists.
- WEST WYOMING - The council is considering a paving job for a new proposed housing project.
- LARKSVILLE - More than three mills of the Boro taxes this year are earmarked for bonds, interest, and old bills.
- NANTICOKE - The State Highway Department will not object to the painting of double white traffic lines on the main highway if it will improve safety conditions.



VALUABLE PRODUCTS RESULT OF POLLUTION ABATEMENT

Treatment of wastes by industry, required under the Clean Streams program, has resulted in many instances in the reclamation by industry of valuable products which formerly were discharged to the rivers as waste. In other instances, complete surveys of the manufacturing process resulted in changes which decreased the volume of waste, causing a lower expenditure for a waste treatment system. Other industries found that they could install systems for the removal of waste material from the water used in the process of manufacture, recirculate the cleansed water for re-use and thereby cut down on water consumption. In many cases the recirculating systems have eliminated the stream pollution problem entirely as the solids settled out of the water are removed to dumps.

Some concerns have stated they are actually making a profit on the products they formerly discharged to the streams. Outstanding on the reclamation list are the finer sizes of coal which are recovered from the silt from anthracite breaker water. In the past, many tons of silt were discharged annually to the waterways. This has been stopped and in the desilting process the finer sizes of coal are recovered for which a ready sale has been developed. Some coal operators have stated that they are realizing a profit on the coal they formerly sent down the streams as waste. In some other cases sale of the recovered coal brings sufficient return to pay for the cost of operating systems.

One steel mill installed a modern flue dust recovery works costing \$516,361. After deducting the cost of operation of the plant and the cost of sintering the recovered ore dust, the plant showed a profit of \$580,636 in the first year. Immediately a shovel was placed in the stream and 15,000 tons of dust previously deposited on the stream bed were recovered. In another instance, a manufacturing plant recovered 4,000 gallons a day of low grade ether, used in the process of manufacture, which had been going down the stream as waste.

There are many instances in which closed systems have been installed which not only permit the use of the water over and over, reducing the charges for water, but have also eliminated the pollution problem. However, in most instances pollution abatement brings additional costs to the operation of the industry, which points up the fact that preventing pollution must be placed in the category of any other production cost.

SUBDIVISION CONTROL

(first of two articles)

Subdivision regulations should be designed to assure the orderly development of residential areas, the coordination of existing streets and public utilities with new extensions, the proper provision of open spaces for recreation, and the proper location of future sites for schools, public buildings and shopping areas. In order to attain this purpose, complete subdivision regulations must be concerned with the land, streets and roads, lots, building lines, utility easements, sidewalks, water mains, and sewers.

The suitability of the land for the proposed subdivision should be the first consideration. Topography and soil types should also be considered as they will affect desirable circulation patterns and population densities.

A classification of streets is necessary. Local residential streets (residential service streets) are those providing direct access to residences and serving a comparatively small number of dwellings. Secondary streets (neighborhood feeder streets) are those serving only neighborhood traffic and which connect service streets to each other, to local facilities, and to major traffic streets. Primary or major streets are those connecting district centers, serving large volumes of through fast-moving traffic and which are preferably located outside the boundary of neighborhoods.

The circulation pattern for a new subdivision should conform generally to the over-community plan. Provision for the extension of major streets into and from adjoining areas should be required, while local service streets should discourage through traffic. If the proposed subdivision is adjacent to a primary or major thoroughfare, provision should be made for necessary future widening.

If dead end streets are used, lengths up to 600 feet are generally considered acceptable, provided the street is wide enough for two lanes of traffic unobstructed except by occasional parking and provided there is a turning space with a diameter of at least 80 feet at the end. Where minor streets near each other open into opposite sides of major streets, they should be made to coincide, making for fewer intersections. Intersections along major streets should not occur at intervals of less than 800 feet.

WYOMING VALLEY SURVEY

Below is a copy of the letter of June 18 from C. A. Von Stein, Chairman of the Public Services Committee of the Greater Wilkes-Barre Chamber of Commerce, to the fifteen local units that have joined in the survey on sewage disposal.

"Gentlemen:

"I am very pleased to be able to report to you that all of the fifteen Wyoming Valley communities have now paid their proportionate share of the cost for the proposed survey of the waste disposal problem in our area.

"Seven of these communities have also executed and sent in their signed contracts. If you have not sent in your contract, will you please take steps as are necessary to have it executed and returned to me as promptly as possible in order that we may proceed with the survey.

"It is very gratifying to have this demonstration of cooperation by Wyoming Valley communities and my sincere thanks and congratulations go to all concerned."

BILL 418

Third class cities in northeastern Pennsylvania have joined with the Pennsylvania Home Rule Association to urge enactment of House Bill 418 to provide for more equitable distribution of the State Motor License Fund to counties, cities, boroughs, and townships. Under present law and legislation proposed by the State Highway Department the money received by cities, boroughs, and townships amounts to only 7 per cent of the Motor License Fund available for construction, repair, and maintenance of streets and highways.

House Bill 418 would provide a 75 per cent distribution to the Highway Department and a 25 per cent distribution to municipal units based on population and miles of roads. Such distribution, it is contemplated, will mean a two-mill saving in taxes. The Highway Department has now amassed an unspent balance of \$410,000,00 in the Motor License Fund. Under the bill, part of this would revert back to the municipalities. Bill 418 would base refunds on \$350 a mile and \$2 per capita. Bill 650 would keep in force the present formula by which the State makes gas tax refunds on a basis of \$123 a mile and 45 cents per capita.

Table Showing Increase under Bill 418

<u>City</u>	<u>Now Receives</u>	<u>Under Bill 418</u>	<u>Increase</u>
Wilkes-Barre	\$45,018	\$183,381	\$134,032
Hazleton	23,648	92,832	68,001
Nanticoke	12,268	49,444	35,847
Pittston	8,705	35,575	26,002

PUBLICATION

This News-letter, published as a community service, originates in the Political Science Department of Wilkes College. Please send notes and inquiries to Dr. Hugo V. Mailey, Political Science Department, Wilkes College, Wilkes-Barre, Pennsylvania.

WHAT'S NEW?

- PLYMOUTH - Salaries by departments present an interesting picture indicating that the Boro depends more and more on revenue other than property taxes.
- KINGSTON - A suggestion to council that Second and Third Avenues be made one way streets has been referred to the Boro's traffic committee for study and recommendation.
- EDWARDSVILLE - Council has passed an ordinance denying permission to establish a trailer camp along the Narrows Road near the new development plot, feeling that the revenue from a trailer camp would be low.
- DUPONT - Boro solons are studying a plan that could increase the Boro area five times its present size and double its real estate valuation.
- ASHLEY - A \$20,000 bond issue has been sold to Butcher and Sherrerd Investment Company at an interest rate of 4 1/2 per cent, the highest in many years. The money will be used to fund a floating debt, purchase a new fire engine and ash truck, and improve streets.
- KINGSTON TOWNSHIP - Plans are being made for improving safety on the long stretch of wide roadway through the community.
- PLAINS TOWNSHIP - The commissioners are pondering an ordinance regulating the installation of oil burners and requiring a permit for installation.
- WILKES-BARRE - City Council is considering an ordinance providing for an annual license fee of \$5.00 for every coin-operated machine except cigaret machines; and another under which stock and food brokerage firms would pay an annual license tax of \$50.00.
- LARKSVILLE - Volunteer firemen have asked to purchase and install a fire alarm siren since the alarm at Loree No. 5 is not dependable due to working conditions.
- PITTSSTON - Attorney Joseph F. Saporito was named mayor of Pittston to fill the unexpired term of the late Mayor John J. Allardyce.
- HANOVER TOWNSHIP - Commissioner John C. Wordoski has been re-elected vice president of the State Association of First Class Township Commissioners.
- LUZERNE COUNTY - The Controller's report shows that 26 local units of government owe the county \$44,609.89 for helping with road construction and for rental of its heavy road equipment. Largest amount is \$24,813.31 from West Wyoming, while the lowest is \$14.83 owed by the Avoca School District.
- STATE HIGHWAY DEPARTMENT - The State is preparing to spend more than \$2,500,000.00 to repair the road between Wilkes-Barre and Hazleton.

Local Officials Remember---

Some people grow with responsibility; others swell.

The quickest way to lose your audience is to be the whole show.

The fellow who slaps you on the back may be trying to make you cough up something.

The Luzerne County News-letter

VOL. II, NO. 8 WILKES COLLEGE, WILKES-BARRE, PA. AUGUST 15, 1953

Wilkes College Library FALL MEETING

AUG 24 1953

Local officials will hold their first fall meeting in Wilkes College Cafeteria September 23 at 6:30 P.M. It will be recalled that at the meeting May 21 representatives of the boroughs decided to form a county association. Copies of by-laws worked out during the summer by a committee headed by Ralph Brown of Kingston, temporary chairman of the projected association, and Roy Speece of West Pittston, temporary secretary, have been sent to every borough secretary in the County and will presumably be discussed at the organization meeting September 23. It is the earnest desire of the by-laws committee that every borough in the County be represented.

Commissioners of first-class townships are contemplating a similar organization. They, too, expect to make progress at the September meeting.

Reservations may be made through Wilkes College, Valley 4-4651.

SUBDIVISION CONTROL

The first specific subdivision standards to be considered are those relating to street or road alignment. Curves should be designed with both vehicle speed and sight distance in mind. A good minimum center-line radius for curves on primary roads is 500 feet; for secondary roads, 300 feet; and for local service streets, 100 feet. Sight distances should be 400 feet for primary roads, 200 feet for secondary roads, and 100 feet for service streets.

The controlling factors in street grades are safe descent, type and volume of traffic, and weather and pavement conditions. A maximum of six to eight per cent is recommended for residential streets. Grades up to six per cent are allowed on major streets. A minimum street grade, usually five per cent, will assure adequate drainage. Intersections should be approached on all sides by levelling areas.

Many pavement widths are possible. Ten feet is usually considered the minimum width for a lane of moving traffic, with 11 and 12 feet for higher speeds. The standard width for a lane of parallel parking is 8 feet. The minimum width of pavement of a one-way service street with two parking lanes should be 26 feet; on a secondary feeder street, 36 feet.

Standards for intersections should prohibit the junction of more than four roadways, require right-angle intersections along major streets, and prohibit service-street intersection angles of less than 60 degrees.

HEARST PLAN FOR BETTER ROADS

Not long ago the General Assembly of the State of Illinois called upon Congress to give every consideration to the Hearst plan for better roads. The essence of the plan is that the Federal Government should return to the states all or any necessary part of the \$2 billion collected from highway users, the funds to be used for immediate improvement of the national interstate highway system, which comprises those streets and roads considered vital to our economy and defense. By temporarily relieving the states of the responsibility for financing the interstate system, the plan would pump a tidy sum into that strategic road network and release state funds for other highway work.

MUNICIPAL BOND MARKET

According to an article by Wade S. Smith in the NATIONAL MUNICIPAL REVIEW, municipalities may find it more and more difficult to market low-interest bonds for public improvements. The Index for the month ending May 14 shows an average interest cost of 2.77 per cent as compared with 2.03 per cent for the same period in 1952.

Back in 1945 Luzerne County received several bids offering to take the bonds for one per cent; today the interest rate has risen to four per cent. Where as in 1942 the city of Wilkes-Barre had to pay but 1.25 per cent interest on the bond money it borrowed, the present rate is nearer four per cent. Electric City banks had to take Scranton bonds to keep the City solvent--and at 3.5 per cent.

In the June, 1953 BULLETIN of the Department of Internal Affairs, 14 approvals for bond borrowing were listed as having been granted--one city, four boroughs, three school districts, and six housing authorities. The highest interest rate was found in the school-district category, while the lowest average rate was the housing-authority class. The borough of McAdoo had to pay three per cent interest on the small amount of \$14,500.

The suggestion that in Pennsylvania the blame must lie with the use of the authority as a money-raising device disregards the "hard-money" policies of the National Government. The general belief that taxes for higher-income brackets would be reduced by Congress has lessened the appeal of the tax-exemption feature of municipal bonds. It is believed, moreover, that the new Federal policy of refinancing the existing debt at higher interest rates will certainly herald a rise in interest charges for all types of borrowing--be it authority or governmental. Disregarding authorities--which, by the way, were in use long before the rise in interest rates began--the Bond Buyer's Index indicates that the era of cheap money has come to an end.

WASHO ROAD PROJECT

This road project south of Malad, Idaho, will soon begin preliminary tests under controlled truck-traffic conditions. Eleven Western states and the National Government, in cooperation with the Automobile Manufacturers' Association, the Truck Trailer Association, and the petroleum industry, are sponsoring the project.

Thousands of tests were made of the soils underlying the road, the gravel base material, and the asphaltic concrete surfacing. Owing to this rigid construction control, it should be possible to observe the "behavior" of different sections of the road under different truck loads.

The Idaho test is part of a nationwide attempt on the part of highway engineers and the highway transportation industry to develop factual information on which to base design of highways intended to carry heavy truck loads, to guide legislators in their effort to draw equitable tax laws for highway users, and to help truck manufacturers and operators to determine reasonable and efficient vehicle operating sizes and weights.

RECREATION PROGRAM

There is a reason why this item was not written for one of the spring issues of the NEWS-LETTER. If it had appeared immediately prior to the beginning of summer, it would have conveyed the impression that a recreation program is little more than a vacation fill-in for school activities.

Certainly such a notion is not within the broad outline of ideals in the field. An all-inclusive recreational program operated on a 12-month basis should be provided for all--regardless of race, creed, or color.

Recreation programs should offer considerable freedom of choice. Individuals of all ages enter into recreational activities to satisfy an urge from within. Public interest can be aroused by any group or individual aware of the recreational needs of the community and determined to improve the opportunities presently afforded.

Each community should survey its available areas and facilities for a comprehensive indoor-outdoor public recreation program. These areas and facilities are the basic tools without which community recreation cannot succeed. Lack of immediate availability of perfect spaces and equipment should not delay the institution of the program, however. Intelligent, well-trained leadership will always take advantage of anything that presents itself.

As a matter of fact, the success of any recreational program depends to a greater degree upon the quality of the leadership than upon any other factor. It should be demanded that personnel in charge of recreation have professional training and personal qualifications comparable to the training and qualifications of personnel in a public school system or a public health or welfare department.

PUBLICATION

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WHAT'S NEW

- NANTICOKE - The Council has ascertained through a Pennsylvania Economy League report that an improvement in parking-meter receipts ought to be expected. Some members feel that stricter enforcement will increase the revenue. The mid-year operations report also shows that tax collections for the first half of 1953 are up, whereas departmental earnings are down.
- EDWARDSVILLE - The new shopping section along the Narrows Road may necessitate the vacating of business properties along Main Street--a situation which may result in a loss of assessments for tax purposes. A Council committee is looking into Social-Security protection for all salaried employees.
- LARKSVILLE - Borough officials are concerned about local residents who dump ashes and garbage on public thoroughfares in violation of a Borough ordinance.
- DALLAS - The Council met with the School Board to discuss equalized assessment. Although the Borough may be in good financial condition, the Board, badly in need of funds, has requested that assessments be equalized to increase its tax income.
- HANOVER TOWNSHIP - Road jobs are progressing. Patching, installing of curbs and oiling will be completed in the near future.
- PLYMOUTH - Revenue from parking meters and fines is playing an important part in helping the Council meet payrolls promptly--without borrowing thousands of dollars before current taxes come in.
- WILKES-BARRE - The non-assessable property has a total valuation of \$30 million with \$10 million in land and \$20 million in buildings. The increase of several millions in assessments during the last 10 years has been cancelled out owing to the necessity of removing from the tax books, during the same period, a like amount of property as non-assessable.
- SWOYERVILLE - Four full-time employees were placed under the Social Security Act.
- ASHLEY - The Council has authorized the purchase of new fire apparatus and the preparation of specifications for a new ash truck.
- SAFETY HONORS - The National Safety Council has cited 10 Luzerne County communities for tholing 1952 without a single traffic fatality. They are: Hazleton, Nanticoke, Plymouth, Ashley, Edwardsville, Forty Fort, Luzerne, Swoyerville, West Hazleton, and West Pittston.
- SUPER ROAD - A bill of importance to this area has been considered by the State Legislature. It provides for the construction of a connecting link with the Pennsylvania Turnpike from Harrisburg through the anthracite region.
- FIRE SCHOOL - The cornerstone of Pennsylvania's new fire school at Lewistown was laid August 6. Operated by the Public Service Institute of the Department of Public Instruction, the school has a curriculum including every aspect of fire fighting--the handling of conflagrations caused by atomic attacks not excepted. Instruction will be open to volunteer firemen, paid firemen, and firemen retained by industrial establishments.
- LUZERNE COUNTY - Commissioner Herman C. Kersteen was elected third vice-president of the National Association of County Officials meeting in Boston.

Wilkes College Library

SEP 18 1953

The Luzerne County News-letter

VOL. II, NO. 9 WILKES COLLEGE, WILKES-BARRE, PA. SEPTEMBER 15, 1953

SEPTEMBER MEETING

Local officials will hold their first fall meeting in Wilkes College Cafeteria September 23 at 6:30 P.M. with West Pittston as host. Speakers for the evening will be William Sword, Herbert Morris, and Charles Von Stein, all of the Chamber of Commerce. Mr. Sword and Mr. Morris will speak on the "Place of Local Officials in Bringing in Industry," while Mr. Von Stein will bring the group up to date on the sewage problem in the Valley.

Remember that this is the organization meeting for both boros and first class townships. Every boro and township in the County should be represented.

For reservations, call Wilkes College, VA 4-4651.

SANITARY LANDFILL

The people of the West Side have come to realize that the old method of dumping refuse into a depression can no longer be tolerated. The Wilkes-Barre incinerator has offered a temporary solution to the problem, and an incinerator operated jointly by all West Side communities would certainly be one method of refuse disposal.

Another method, successfully used by San Bernardino, California; Oneonta, New York; and Cheyenne, Wyoming; is the sanitary landfill. In Pennsylvania, the Lower Bucks County municipalities could readily conquer this problem by accepting a plan offered by the Planning Commission and the Pennsylvania Economy League. The landfill operation would require the cooperation of all 22 local units in Bucks. Since sanitary landfills are cheaper than incinerators, West Side units might investigate and study the idea, that is, if political differences or individual jealousies can be forgotten.

Basically, the operation consists of digging a trench, dumping all trash and garbage into it, and then covering it up. Technically, there are certain refinements necessary to make the plan work.

The operation calls for a trench 6 feet deep, 10 feet wide, and as long as desired--preferably on submarginal land. Disposal trucks dump refuse at one end

of the trench, and at the end of each day a tractor runs over the refuse to pack it down and then covers it with at least two feet of dirt. When one trench is filled, another is dug and the same procedure followed until the entire area is covered.

One acre of ground is sufficient to handle the refuse from 10,000 persons for a year. Two years after the area has been filled, it can be used for a parking lot, a recreation field, or similar project. About six years later it can be used for building purposes. The system, with modifications, can also be used to reclaim low or swampy land, thereby creating more saleable acreage.

San Bernardino is using this method to correct erosion and re-route the Santa Ana River into its normal channel after the course was changed by a flood. Trenches on this project are about 20 feet wide. Dirt excavated from a new ditch is used to cover the one which has just been closed.

The City provides a combined collection service for garbage, rubbish, and debris which makes for compaction at the fill. The housewife no longer has to separate papers and tin cans from her garbage. Enclosed sanitary compaction trucks, which are washed and steamed, are used. Continuous burying and bulldozing of debris has completely eliminated rats and fleas.

Oneonta dumps into a sanitary landfill operated by a private contractor who is subject to regular inspection and supervision. An International tractor with a two-yard Drott Bullclam shovel is the only equipment used. The tractor compacts refuse as it is dumped and immediately covers it with six inches of earth. After substantial area is filled, the tractor tops it off with two feet of dirt.

Not only were 20,000 rats evicted after Cheyenne adopted the landfill method but the city discovered a new gravel deposit on which it draws for street-grading.

A trip by the West Side solons to Highland Park, New Jersey, to see a sanitary landfill in operation would be most rewarding. And it's only a short ride.

A copy of "A Resume of the Survey of Refuse Collection and Disposal in Lower Bucks County" is available to West Side officials who call the Political Science Department at the College.

TRACTOR - MAINTAINER - BULLDOZER

Titusville, Florida (population 2,600), purchased a tractor-maintainer-bulldozer which it found to be a versatile machine. A Huber maintainer, it is a rubber-tired tractor with a maintainer blade mounted under the body and a bulldozer blade on the front. Both blades are hydraulically operated.

Not only can the machine be used for street work, but it also proves useful in laying waterlines, as it trenches and then backfills after the lines are installed.

The town fathers were quick to recognize its usefulness for refuse disposal when it aided in transforming a rat-infested swamp into a good, neat landfill operation. The Huber machine is also used to spread asphalt cold mix in paving streets. No wonder the city manager doesn't miss the county assistance which the town formerly received.

THE COLLEGE AND COMMUNITY PROGRESS

Although every college exists primarily to provide education and to sponsor research, it is also a community institution bearing all the responsibilities the fact implies. Community affairs have an impact on the college even as the development of the college affects the community.

This interdependence has yet to be fully recognized in Wyoming Valley. During the past year, however, local officials and the Political Science Department of Wilkes College have taken real strides in the right direction--witness the publication of this News-letter, the classes on the Wilkes campus for police, magistrates, and councilmen and commissioners, the bi-monthly meetings at the College to bring officials into touch with authorities on local government.

The PSI classes will be repeated this year (phone the College for details), and institutes for local officials are being planned for both the fall and the spring. Much remains to be done, of course, but the enthusiastic activity of 1952-1953 proves that, together, College and community can do it successfully.

LEGAL NOTES

The Honorable George C. Corson declared invalid and void an ordinance passed September 17 by the Lower Merion Township Board of Commissioners barring part of Montgomery Avenue to trucks and buses shunted off the Schuylkill Expressway. The township contended it had the power to enact the ordinance under portions of the First Class Township Code concerned with public safety, public health and cleanliness, and general powers. Greyhound charged the ordinance was so vague, ambiguous, and inconsistent as to leave reasonable doubt as to its meaning.

The Judge ruled that the power to pass an ordinance designating certain streets for travel by through buses cannot be found in any clause of the code, and if given, then only by implication. He further stated the Township's position that the ordinance came under the public health clause is untenable. The effect of through buses on the health of the Township is infinitesimal.

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WHAT'S NEW?

- WEST PITSTON - A meeting between the school board and members of council may decide on the contemplated swimming pool, costing about \$40,000.00, which will be built behind the high school stadium.
- PITSTON - A citizens' committee composed of businessmen and bankers will advise council on the city's deficit budget which runs to about \$30,000.00 every year. A similar committee will work on traffic.
- LAKE TOWNSHIP - A two-way radio system is the next goal of Harveys Lake Police.
- NANTICOKE - The understaffed police department will require the services of one and possibly two additional full-time patrolmen to conform to the new state law which gives the police of third class cities a 44-hour work week.
- HANOVER TOWNSHIP - Commissioners will protest the Pennsylvania Railroad Company's request for another extension of time for installing flashing light signals and automatic gates at the Oxford Street crossing in Lee Park. Bids are being sought for the purchase of a new fire truck with federal-state assistance covering 50 per cent of cost.
- NEWPORT TOWNSHIP - Local officials are satisfied with progress being made along the Robert Street hill prior to its resurfacing and its becoming part of the new route between Nanticoke and Glen Lyon.
- WARRIOR RUN - Agreement by officials of the Boro and Hanover Township officials for annexation of 73 acres of land by the Township relieves the Boro of a road maintenance burden it was unable to support. A decrease in boro revenue prompted officials to strive for such an agreement.
- PLYMOUTH - The police department is presently putting on a safety drive for motorists and pedestrians.
- EDWARDSVILLE - Main Street merchants are interested in parking meters to regulate traffic and make room for the traveling trade.
- DUPONT - Council is aware that the proper solution of the police problem is formation of a full-time police force, a solution unlikely to be reached on a \$19,000 budget.
- SWOYERVILLE - Council is awaiting shipment of fire alarm station boxes for use in the community.
- EXETER - Through the cooperation of council and the officials of the mower plant Stevens Lane has been improved with hard top surfacing.
- KINGSTON - FORTY FORT - After West Side communities abandoned the Narrows Road dump in Edwardsville, declared a public health nuisance by state inspectors, Kingston officials signed an agreement with the Sgarlat Estate, Forty Fort, for dumping purposes. Citizen protests enjoined Kingston officials from dumping there. In the meantime, Kingston temporarily uses the Wilkes-Barre incinerator. Other West Side communities still have to find a new dumping ground.

THOUGHTS FOR TODAY

The way to succeed is to keep your head up and your overhead down.
The best place to find a helping hand is at the end of your own arm.

Wilkes College Library The Luzerne County News-letter

VOL. II, NO. 10 WILKES COLLEGE, WILKES-BARRE, PA. OCTOBER 15, 1953

WILLIAM SWORD

About fifty local officials from seventeen municipalities were in attendance at the first fall meeting of municipal officials at Wilkes College. William O. Sword, chairman of the Committee of 100, stated that most important in obtaining new industries is the need for sites of at least two and one-half acres. Improving these sites is as vitally important. Although the Committee can't always meet the gimmicks of the South in attracting industries, unified support and cooperation of local officials can enhance the Committee's success. Jack Conway, secretary of the Greater Wilkes-Barre Chamber of Commerce, stressed that cooperation among municipalities is sorely needed.

Present were officials from Wilkes-Barre Township, West Pittston, West Hazleton, Dupont, Wilkes-Barre, Nescopeck, Hanover Township, White Haven, Nuangola, Ashley, Kingston, Luzerne, Courtdale, Edwardsville, Newport Township, Laurel Run, and Forty Fort.

LUZERNE COUNTY BOROUGH ASSOCIATION

Councilmen of Luzerne County have organized a Borough Association, the twenty-fifth such group in Pennsylvania, following the bi-monthly dinner meeting at the Wilkes College Cafeteria. By-laws, under preparation since last summer, were adopted and officers elected. The local group which now comprises thirteen boroughs will be affiliated with the Pennsylvania Association for Boroughs. The following are the elected officers:

President	Ralph Brown, Kingston, Councilman
First Vice President	Thomas Callahan, Laurel Run, Council President
Second Vice President	Alan Bare, Forty Fort, Councilman
Secretary	Roy Speece, West Pittston, Council Secretary
Treasurer	Harvey Nicken, Laurel Run, Council Secretary
State Representative	Elwood Jones, West Hazleton, Solicitor

Directors elected were Wilson Smith, Nescopeck; John Gallick, Dupont; Gilbert Watkins, Laurel Run; William Thomas, Forty Fort; John Mulhall, West Pittston; Luther Nicholson, White Haven; Brinley Crahall, Courtdale.

Board members from Nuangola, Ashley, Kingston, Luzerne, West Hazleton, and Edwardsville will be chosen at a future date.

NEW LEGISLATION

- Act 340 - Total appropriation for highway allocation has been increased from 15 to 18 million dollars, 14 million to be divided on population (60 per cent) and mileage (40 per cent) and 4 million in the Matching Fund.
- Act 31 - Taxes under the tax-anything law must be renewed yearly and must be filed in the Bureau of Municipal Affairs.
- Act 86 - Sales to political subdivisions or to authorities are exempt under the new sales tax.
- Act 118 - Fines levied by justices of the peace must be turned over to borough or township treasurers on a monthly basis.
- Act 245 - Additions to real estate subject to local property taxation are house trailers attached to land, trailer parks, and parking lots.
- Act 68 - Persons are permitted to hold both the offices of Secretary and Treasurer in boroughs of less than 2,000.
- Act 69 - Powers and duties of the Recreation Board in first-class townships are refined.
- Act 49 - This act provides that a person appointed to fill a vacancy in the office of Commissioner, Controller, and Treasurer serves his predecessor's unexpired term of office.

RAW GARBAGE

New headaches for local officials are observed because of a hog disease called vesicular exanthema. In spite of an expenditure of \$3,000,000 and the imposition of strict quarantines in half the states, the nation-wide epidemic remains unchecked. The U. S. Public Health Service estimated that 40 per cent of the cities of the United States feed their garbage to swine without disinfection. Therefore, the Federal Government and many state governments are tightening up on the health laws. Pennsylvania has joined about a dozen states in forbidding the feeding of uncooked garbage to hogs. Act 55, approved June 19, 1953, relates to swine feeding and garbage disposal. Section 10 of the new law requires that "all garbage... be thoroughly heated to at least 212° F. for at least 20 minutes."

State Secretary of Agriculture Miles Horst will issue procedures under the Act in the not too distant future. Until then, garbage collectors and feeders can continue their present operations.

In addition to requiring that all firms, persons, or corporations receiving garbage from others for animal feeding purposes, the new law permits the re-negotiation of contracts for garbage collection by municipalities (Section 2B). This feature was included to provide a "just return on the added expense to the person... fulfilling the contract."

PENNSYLVANIA STREAM POLLUTION

This state continued to lead all others in 1952 in the number of sewage and industrial waste treatment plants, according to Wastes Engineering. The survey states that 804 sewage treatment plants and 392 industrial wastes treatment works were built in the country. Pennsylvania accounts for 83 and 124 of these systems respectively. California ranks second, followed by Texas, Wisconsin, and Florida. On industrial waste, this state is followed by Michigan and Wisconsin.

In Pennsylvania 43 of the plants under construction are to serve populations of less than 5,000 people. The 83 plants are designed to serve a population of about 2,500,000 people, and the total cost is placed at more than \$60,000,000.

The decided trend is toward joint treatment projects, both nationally and in the state. The Allegheny County Sanitary Authority is the largest in the country--comprising Pittsburgh and 63 other municipalities in the area. There is a possibility that 3 other units might join. In addition, many industrial concerns have entered into agreements with the authority.

This project entails the laying of 66 miles of intercepting sewers varying in size from 2 feet to 10 1/2 feet. The plant will treat 150 million gallons of wastes a day, serving 1,400,000 people.

In the southeastern part of the state 3 authorities comprising 27 communities are building plants. The Darby Creek Authority is made up of 10 local units.

FINANCING MUNICIPAL IMPROVEMENT

Writing in the Constructioneer, Maurice J. Fleischman, city manager of Long Beach, New York, states that more ways must be found to finance improvements needed by suburban communities. The one thing that local officials can do is to make as many facilities as possible self-supporting and self-liquidating, fixing the charge high enough to provide the necessary funds.

The sewer rental charge was set at 100 per cent of the water charge with the hope of reducing it to 90 per cent shortly. In the meantime, the sewer fund pays all operating and maintenance costs as well as interest and amortization of all sewer bonds. The three capital improvements--incinerator, parking lot, and sewer--are all expected to be self-liquidating.

Long Beach has found the advantage of quickly amortizing indebtedness. Compare this: The cost of financing at 3 per cent a million-dollar 30-year project is \$413,250, while a 5-year project only costs \$85,860. Therefore, to save costs all bonds have been callable at the city's option. Sound financial practice dictates that these calls be exercised when possible.

WHAT'S NEW?

HANOVER TOWNSHIP - An ordinance adopted by the commissioners prohibits the posting, painting or stamping of signs, banners, etc., on poles along streets and alleys as well as in parks and playgrounds.

KINGSTON - Since under the new ordinance every property owner within a 500-foot radius of a proposed gas station must grant permission, those stations now in operation should grow in value with the passing of time.

NANTICOKE - Fire controls have been set up at the city dump used for garbage and refuse collected by city equipment.

NEWPORT TOWNSHIP - The tax collector reported 94 per cent collection of 1953 taxes.

WYOMING - Councilmen are still pondering the necessity of a zoning ordinance.

DURYEA - Borough council has promised financial aid in the construction of a community swimming pool.

SWOYERVILLE - Council ratified the program of the State Highway engineers to resurface the Back Road.

PLYMOUTH - An ordinance to control salesmen and solicitors is under consideration by council.

EDWARDSVILLE - Council will open bids on a new police cruiser.

DUPONT - Operating on a small budget, the Council is now heading toward a year-end surplus.

AVOCA - The State Highway Department has approved flashing lights at Plane and York Street intersections on Main Street.

PITTSTON - Five of the seven recommendations made by a special survey committee will be given a 60-day trial.

WEST WYOMING - There appears to be some talk on the merging of Wyoming and West Wyoming boroughs, which have existed as separate entities since 1898 when the West Ward (W. W.) broke from the larger borough.

WILKES-BARRE - The City finds itself \$20,000 in the red on revenue estimate from parking meter, amusement, and salvage income.

THOUGHTS FOR TODAY

It's the little things that worry us. You can sit on a mountain, but not on a tack.

The man who spends today bragging about what he is going to do tomorrow did the same thing yesterday.

PUBLICATION

This News-letter, published monthly as a community service, originates in the Political Science Department of Wilkes College. Notes and inquiries may be addressed to Dr. H. V. Mailey, Political Science Department, Wilkes College, Wilkes-Barre, Pennsylvania.

The Luzerne County News-letter

VOL. II, NO. 11 WILKES COLLEGE, WILKES-BARRE, PA. NOVEMBER 15, 1953

PROBLEMS FOR THE NEWLY ELECTED COUNCILMEN

1. How may zoning help solve such problems as strip mining, trailer camps, used car lots, junk yards, billboards, and overhanging street signs?
2. Are there any standards based on population for the number of policemen a municipality should have?
3. What authority does a municipal health officer have?
4. What municipal jobs have special contact aspects?
5. Should capital improvements be taken into consideration in estimating expenditures?

Can newly elected councilmen answer these questions and others satisfactorily? If not, there is a place to garner information.

The Political Science Department in cooperation with the Public Service Institute will again conduct a course for councilmen and first-class township commissioners. The first News-Letter published by the Department contains the details of that FIRST GRADUATION. All municipal officials are invited to attend. It is our wish to limit the class. A proportion of 2/3 new members and 1/3 old members ought to make for an enthusiastic class. Plans are to begin the course in January. Details will be mailed to all councilmen and commissioners during the latter part of November.

REFUSE DISPOSAL

The Northeast Division of the Pennsylvania Economy League has produced a condensation from a detailed survey of refuse collection in Lower Bucks County. The League notes that the complete survey report will be made available to the League members and public officials upon request as long as the supply lasts. This Department has made its single copy available to the councilmen of Kingston and Forty Fort.

There is a great deal to be said for sanitary landfill. According to a recent issue of Engineering News-Record, about 225 acres of waste land that had

become an eyesore will be reclaimed, much of it for park purposes. Considerable construction of tax-producing real estate is anticipated in the conversion area as a result of municipal improvements begun with landfill operations. Out Allegheny County way, local units of government are considering the landfill method to heal strip mine scars. The city of Clairton is a notable example.

WHICH AGE ?

Oftentimes, articles are worth reprinting in full. A case in point is "The Ages of Man" in the Montgomery County Boroughs Recorder.

"It has been said that Youth is the Age of Folly; Middle-Age, the Age of Frustration; and Old Age, the Age of Futility. That there is truth in this saying, anyone with reasonable powers of observation can testify.

"Since most councilmen are middle-aged, we would address our remarks to that period of life. Sooner or later everyone of us finds himself frustrated. Needs that are clear to us are not recognized by others. Something that should be done cannot be accomplished because funds are not available. Personal antagonisms and personal ambitions clash bitterly and good projects fail because of them. Fatigue, laziness, indifference, and sheer childishness all play their part in defeating our proper ends.

"What can we do? We can change other men's attitudes but slightly. We can change the world's not at all. But there is one thing we can change and that is ourselves. We can accept the fact that we are partly to blame for the conditions which exist. Have we been arrogant, discourteous, or careless? Are our projects really sound or were they not thought through as they should have been? Have we really understood that other men have the right to disagree with us and that there are times when they are right and we are wrong? If so, we must admit our mistakes and substitute modesty for arrogance, courtesy for discourtesy, and care for carelessness.

"If we will only do these things, our projects will more frequently come to fruition and we will be far happier and far more useful men. Middle Age will then become the Age of Accomplishment and will cease to be the Age of Frustration."

SOCIAL OBJECTIVES OF WASTE COLLECTION

From time to time local units of government ought to appraise the many forms of waste (sewage, garbage, rubbish, ashes, and street ashes) that are collected. Disposing of large quantities of waste material has become a municipal function. No longer is it an individual matter. The objectives are varied:

1. Protect public health--reducing opportunities for insects to spread disease from their breeding places and reducing water-borne disease through pollution of streams.
2. Reduce fire hazards--removing combustible wastes that add danger to property and increase fire-fighting costs.
3. Reduce stream pollution--effecting savings in water treatment costs.
4. Conserve land and materials--unifying operations which permit the salvage of disposal areas and lead to the more economic use of land.
5. Improve community appearance--disposing of waste materials which are offensive to the eye and nose, detract from land values, lower the living quality of a community, and limit the ability to attract sound growth.

There are three administrative objectives in addition to the social objectives. The first objective concerns the adequacy of operations. The number of people, population density, topography, climate, soil conditions, and nearness to other communities affect collection and disposal. Although adequacy of operations cannot be measured among municipalities, it is measurable for any given locality.

Economy of operation is a second important objective. This means getting the utmost value out of every tax dollar. Changing conditions and technological advances dictate constant appraisal. Basic assumptions must be periodically reconsidered. Are pre-collection regulations adequate? Should the special collection vehicle replace the truck? Have collection routes been adjusted to meet changed conditions? Are there damages to equipment? Is the cheap dump really cheap in the face of dropping land values? Has storm water infiltration reached such a volume as to warrant some reconstruction of mains?

Adequate and efficient service is bound to create good public relations, a third administrative objective. The following promote public acceptance: prompt handling of complaints, attention given to the appearance of men and equipment, campaigns to enlist compliance of regulations.

Both social and administrative objectives must constantly be re-examined to determine governmental successes or failures.

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WHAT'S NEW?

- STATE HIGHWAY DEPARTMENT - Construction of Route 780, known as the Dupont-Avooca bypass, will directly affect owners of twenty homes and fifteen other properties, all of whom have been notified to vacate by April 1.
- PENNSYLVANIA SUPREME COURT - The City of Wilkes-Barre is not liable for personal injuries sustained by an individual who falls on a generally slippery construction of either a street or sidewalk due to the presence of ice and snow, accumulated as a result of a natural cause.
- BACK MOUNTAIN - Local governments are increasingly aware that zoning is working in the new residential developments, thus enhancing property values. Led by Jackson Township, other units may prepare ordinances already in use by real estate developers.
- LUZERNE COUNTY - The commissioners are considering a plan to air-map the county as part of an over-all tax program, since the idea proved successful in establishing boundaries.
- NEWPORT TOWNSHIP - Local government is being operated at \$13.89 per resident, one of the lowest per capitas reported by the first-class townships in the state. During the last year local indebtedness was reduced by \$13,000 to a total of \$71,578.
- PLYMOUTH - The old dump in the borough is being used temporarily until facilities can be found for disposal of ashes and garbage, since the Narrows Road site was closed.
- HANOVER TOWNSHIP - Employees have made sewer repairs that have cost the municipality little--adjacent property owners purchased the pipe, the commissioners provided transportation for five workers. This is a Department of Public Assistance project.
- NANTICOKE - City Council meeting as a board of taxes and assessments decided to retain the present tax valuation of the new McGregor plant for the next five years. The plant is owned by the Nanticoke and Wilkes-Barre Industrial Fund. City Council and the Fire Chief are cooperating to have several unlicensed junkyards closed.
- DUPONT - Because traffic is expected to increase through town on the new proposed highway, many citizens feel that the borders of the borough should be enlarged through annexation to make room for drive-in shopping centers.
- LARKSVILLE - Council does not have much money for improvements and new construction after paying salaries and old accounts, even with a 95 per cent tax collection.
- JACKSON TOWNSHIP - Alarmed by increased dumping of garbage and other waste materials in addition to abandoning of pets, supervisors have enacted an ordinance to end these nuisances.
- KINGSTON - The path was cleared by council for a new real estate development, by passing an ordinance rezoning the West Bennett Street area from light industry to residential.

Wilkes College Library
The Luzerne County News-letter

VOL. II, NO. 12 WILKES COLLEGE, WILKES-BARRE, PA. DECEMBER 15, 1953

FIRST ANNIVERSARY

This issue marks the first anniversary of the Luzerne County News-Letter published for local public officials. No one could have imagined the trials and tribulations in putting out the informative sheet--no local news, broken typewriter, delay everywhere along the line. Although some issues were late in reaching you, the presses rolled on.

It is appropriate then, in this issue, to give a word of thanks to those who have made this News-Letter possible: Dr. Eugene S. Farley, President of Wilkes, who saw a need for the Letter; James Foxlow and his successor, Dale Warmouth, and the Public Relations staff; Miss Beverly Van Horn, who does the typing; Mrs. Hugo V. Mailey, who did much of the mailing for the earlier issues; Mebane Offset Printing Co.; the first graduating class of councilmen and commissioners, who lent encouragement in this publication.

LUZERNE COUNTY BOROUGH ASSOCIATION

Bert Husband of Kingston and John Stein of West Hazleton were added to the Board of Directors. The position of executive secretary was created at the last meeting and Dr. Hugo V. Mailey was elected to the post. The Association plans to invite those boroughs that have not joined to send delegates to the next meeting, January 21, at the Wilkes College Cafeteria. The speaker will be Daniel Bailey, Township engineer of the State Department of Highways. His topic will be "Allocation of Liquid Fuel Funds."

STREET OPENINGS

Erecting barricades is a common practice when streets are out or being repaired. Protection is left to the judgment of the foreman. Lanterns may even be used. Pedestrians thus appear protected. But how about the motorist? How can traffic hazards be minimized? The cooperation of street crew and/or public utility is required, with a general plan of operations worked out in advance. The reporting of all work proposals should be made to a single agency which would schedule work to assure minimum interference with traffic.

Los Angeles has developed such a coordinating group and a training program to teach workers how to handle excavations with a minimum of interference. Here are some suggestions from its training handbook:

1. Use toe boards (wooden retainers) to confine excavated dirt to a narrow pile close along the excavation.
2. When excavation is near the curb, place excavated material on the curbside, after first boarding over the gutter for free drainage flow.
3. Park work equipment where it will interfere least with traffic.
4. Haul away excavated material at intersections.

Work could be scheduled at off-peak traffic hours. A four or five-day job on a street that carries heavy week-end traffic should be started on Monday, not Thursday. A number of cities carry out one-day paving projects. Kansas City resurfaced five blocks downtown on one Sunday. Baltimore repaved fourteen blocks of a major street on a Sunday.

Plan of barricading must precede the start of actual work. Each job must be studied as to the street's physical features, grades, obstructions to sight, movement of pedestrians, and the type of work. Warning equipment must be carefully placed. The preferred color for barricades is yellow, striped with black. Two red flags to each barricade placed at a height of 5 feet are recommended. The kerosene bomb torch is preferred for night warning. The red lantern should be used in neighborhoods where children play.

The effects of one avoidable accident and the bad public relations caused by interference with traffic should interest more local officials.

ANNUAL REPORT

Fourteen communities were given awards in the Second Annual Modern Municipal Report Contest sponsored by the Institute of Local Government of Pennsylvania State University. Not one of the fourteen winners came from Luzern County or northeastern Pennsylvania.

The Political Science Department will again send for copies of the winning reports. Together with last year's collection, the reports can be obtained at the Wilkes College Library. Local officials should give thought to municipal reporting. Now is the time to prepare the 1954 report.

3 P'S OF TORT LIABILITY

We are living in a claim-conscious period. The torts for which any municipality can be held liable in damages are spread over the entire field of municipal activities. Firemen, policemen, members of street cleaning, garbage collecting and service squads are potentially guilty of negligence.

Recent statutes have tended to benefit the individual tort claimant rather than to grant protection for municipalities. Many claims today are based on defective sidewalks.

Three steps might be taken by every local unit to alleviate the danger and still give partial protection:

1. Prevent--the obvious danger spots by repairing defective sidewalks, unsafe buildings, and other places where accidents might occur.
2. Provide--protection by taking out insurance against liability. If the insurance policy has been cancelled, you can provide self-insurance or partial self-insurance.
3. Prepare--legislation that provides greater means of protection. Examine local laws. Join with other communities for greater efficiency.

BOROUGHES BUILD JOINTLY

In an article by John Bailey in this October's issue of The American City, local municipalities can learn how to get a sound dollar's worth of street maintenance by pooling equipment specifications. The boroughs of Edgeworth, Osborne, and Senichley in Western Pennsylvania have laid out a high-grade, large-scale, cooperative road building program.

First, managers of the boroughs agreed on common specifications for materials for sealing their streets, using RT-9 tar and limestone chips which are specified by the Pennsylvania Highway Department. Then, they worked out a schedule so that equipment would not be needed in different communities at the same time. Finally, they agreed on a plan to purchase new equipment which would be used jointly.

Senichley did its work first, using a truck, driver, and stone spreader from Edgeworth. Edgeworth and Osborne followed, using Edgeworth and Senichley men and equipment. After the work was completed, rental of equipment was computed and adjustments made.

Because the three boroughs are purchasing their tar from the same company on a bulk purchase contract, future prices will be lower. Cooperation is paying off for all three communities. Joint efforts are not always easy for they require much tolerance and work for all concerned, especially elected officials. They do, however, offer a solution for overcoming the disadvantages of making improvements in smaller communities where citizens do not wish to consolidate or federate.

RUBBERIZED ASPHALT

New York City plans to determine how an asphalt street with a natural rubber content will withstand heavy traffic. A test strip, the second in New York City, was laid on First Avenue where truck travel is heavy. Three years ago, the City laid a trial surfacing for heavy passenger-car travel. Results obtained were excellent.

WHAT'S NEW?

KINGSTON - Trailer camps will not be permitted in areas zoned as residential.
NANTICOKE - Council is expected to adopt the 1954 budget, containing no provision for any raise in taxes.
PLYMOUTH - Parking meter revenues have dropped because of either vandalism or mechanically defective meters.
DUPONT - Council is willing to offer land to veterans' organizations to erect a memorial for servicemen.
PITTSTON - The city is considering half-hour parking for a nickel.
ASHLEY - Temporary loans amounting to \$30,000 were retired at the regular monthly meeting of the Council.

THOUGHTS FOR TODAY

Some people are like blotters. They soak it all in, but get it all backwards.

A dime is a dollar with all the taxes taken out of it.

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Wilkes College Library *The Luzerne County News-letter*

VOL. III, NO. 1 WILKES COLLEGE, WILKES-BARRE, PA. JANUARY 15, 1954

BAILEY ON ALLOCATION OF LIQUID FUEL FUNDS

The January meeting of councilmen and commissioners should be a most interesting one. The speaker will be Daniel Bailey, Township engineer of the State Department of Highways in Harrisburg. His topic will be "Allocation of Liquid Fuel Funds." The meeting is scheduled for the night of January 21 at 6:30 in the Wilkes College Cafeteria. Reservations can be made by calling the College. The number is VA 4-4651.

PURCHASING FOR A SMALL TOWN

If municipalities are experiencing a declining tax base, local public officials ought to explore all possibilities for more efficient and economical administration. One method of saving is to improve purchasing procedures.

Do you purchase in a hit-and-miss fashion, with little evidence of efficiency of operation? Do you have inventory control? Or must you postpone work until supplies are ordered and received? Do you use tests and specifications to determine the quality of the purchases?

The borough of Dormont, Pennsylvania saved much through systematic purchasing. An analysis of more than 22 items purchased since 1946 was made. For each item, the quantities purchased during the year, unit prices, vendors, and other data were determined. The quantities purchased each year were compared with that year's work-program and in this way the requirements for the current year were estimated. After stock was inventoried, the quantity to be purchased was determined. Specifications were drawn up and distributed to vendors selling to the borough. Requests for bids were publicized, especially in AMERICAN CITY. Newspaper advertising is ordinarily the least successful since it does not cover the greatest number of suppliers.

Standard bidding blanks were mailed to all vendors. The vendor was requested to fill in the unit price f.o.b. shipping point and the unit price f.o.b. Dormont, and to stipulate variations from specifications, if any. Quotations were requested on a standing order basis only. The borough agreed to purchase the quantity of each product desired as it was needed, with payment to be made after delivery. If any item was needed in less quantity than anticipated, the borough agreed to fulfill all purchase commitments over a two-year period, the vendor agreeing to hold the price over the two-year period.

In the year 1950 alone, the total savings amounted to \$1,042.45 or 14 per cent of the estimated cost of the year's purchases at 1949 prices. Systematic purchasing as practiced by the borough officials of Dormont is one way to get more for the tax dollar. Together with pooled services and pooled purchases (suggested in the December and February issues of the Newsletter), local officials might realize tremendous savings.

TRAINING OF FIREMEN IN PENNSYLVANIA

Now that Pennsylvania has one of the finest fire-training schools in the United States, this state ought to lead the nation in the reduction of fire losses. This goal can only be realized if local government officials encourage interested firemen to attend this school, open from April to November. Make plans now to attend the Annual Firemen's Training Conference at Lewistown during the month of August. In his main address at the cornerstone laying last August, Alfred S. Holt of the Public Service Institute stated that the school was an outgrowth of the programs conducted by the Institute since 1938. The 1946 Annual Fire School marked the beginning of a program of "learning by doing," featuring training under actual fire conditions. It was the success of this program that prompted the firemen of Pennsylvania to sponsor legislation for erection of the permanent Fire School.

The tract on which the school is situated is about eight acres with a training yard of more than five acres and will accommodate over sixty students. The Administration Building will be a two-story modern brick fire-resistive building and will include classrooms, pump laboratory, fire apparatus room, offices, library, locker room, shower room, and maintenance shop. The Fire Training Building will be a modern fire-resistive multiple story arranged with provision for combustible hatches, panels and trap doors in floors, walls, and roofs. The building will consist of three sections: manufacturing plant, mercantile building, and a home. The training yard will have facilities for teaching hydraulic and pump operation, oil and gasoline tanks for testing and extinguishing flammable liquids. Drill space will be available for minor extinguishing practices.

The course will change each week so that training can be offered in all areas of fire fighting and fire prevention. There is no tuition cost.

TRAINING COURSE

Old and newly elected local public officials are welcome to attend the new training course. The class is open to both elected and appointed officials. This ten-session course is free of charge. The Public Service Institute will grant certificates to those completing the course.

LEGAL NOTES

The following case is reviewed to illustrate the failure of an attempt to maintain the character of residential section without the assistance of a zoning ordinance.

Menger v. Pass, Supreme Court of Pennsylvania, May 21, 1951

Pass, appellant, purchased a piece of vacant land in Harrisburg, on which he proposed to build a tourist court. At the time of purchase, November 1949, there was no zoning ordinance or building restrictions prohibiting motor courts.

In August 1950 a building permit was issued for the erection of the structure, on Front Street, a multi-lane highway along the Susquehanna River. There are only three non-residential buildings on Front or Second Street. All dwellings on Front are single-family structures and those on Second are both one and two family dwellings. The fair market value of the majority of the residences in the neighborhood runs from \$10,000 to \$75,000.

In March 1950 the neighboring property owners filed their bill of complaint, stating that a tourist court in a strictly residential neighborhood is a nuisance per se, and hoped that an injunction be issued enjoining the erection of the motor court. The proposed use of the land was restrained by the Court of Common Pleas.

In reversing the decision, the State Supreme Court stated that a tourist court is not a nuisance per se. "Such assigned reason respecting the operation of proposed auto court is obviously anticipatory, conjectural. . . Such suggested or predicted results are neither inevitable nor likely. Should, however, such legal business be improperly conducted and become a nuisance in fact, its operations can be restrained."

As far as local officials are concerned, these two sentences are significant: "When owners of real estate in a residential area desire to preserve their neighborhood in an unchanged condition, they must secure appropriate zoning ordinances or be protected by building restrictions. In the absence of zoning ordinances or restrictions, any citizen may purchase real estate in the area and use it for any lawful purpose."

THOUGHTS FOR TODAY

An off day is something that usually follows a day off.

Prejudice is being down on something which you are not up on.

WHAT'S NEW ?

LUZERNE COUNTY - The Commissioners have initiated action to insure all employees handling public funds against loss by robbery, burglary, and larceny.

BOROUGH ASSOCIATION - Bert Husband of Kingston and John L. Stein of West Hazleton were added to the Board of Directors of the Association.

HANOVER TOWNSHIP - The commissioners received a recommendation from the Chief of Police that overnight parking could be eliminated by opening several community parking lots.

NANTICOKE - Bond issues floated in 1939 and 1948 for a total of \$158,000 were wiped out recently, leaving only three bond issues outstanding: 1949, 1950, and 1952.

PLYMOUTH - Local officials have been notified that twenty-seven of the borough personnel have been approved for Social Security.

EDWARDSVILLE - Local officials, though disturbed by reports that the new business section along Narrows Road may be annexed by Kingston, have resolved not to lose any ground to its neighbors.

KINGSTON - The borough now owns fifteen acres of land east of Rutter Avenue, part of which may be used for the construction of a new warehouse.

DALLAS - Council members are unanimous in lending every effort to ease the parking situation along Main Street.

WEST PITTSBURGH - Vehicles and equipment of the city street department will be housed in a centrally located site in a plan to reorganize the street department for greater efficiency and economy.

WILKES-BARRE - Assessed valuation for 1954 shows a decrease of \$201,841.00 from that of 1953, the loss being in coal lands and buildings and personal occupational valuations.

PITTSBURGH - Loss in parking meter income might be made up, for in 1954 parking meter time will be raised to a dime an hour, meters will be installed in new locations, and the purchase of a motorcycle will mean more efficient patrol.

NEWPORT TOWNSHIP - The commissioners have received a check for \$1,479.00 from the federal government, representing the cost of three fire sirens purchased for the local civilian defense program.

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The Luzerne County News-letter

VOL. III, NO. 2 WILKES COLLEGE, WILKES-BARRE, PA. FEBRUARY 15, 1954

DANIEL A. BAILEY

Daniel A. Bailey, Chief Township Engineer of the State Highway Department, advised local officials at the bi-monthly meeting that matching money refunds from the liquid fuel tax for 1952 would revert to the fund unless the subdivisions submit projects for road maintenance or improvement before the end of the year. He stated that 25 of the 33 boroughs in Luzerne County have not submitted projects to claim their shares of the 1952 funds.

Municipalities have 3 years in which to claim the funds. Unclaimed 1952 funds for boroughs in the county amount to \$8,353.27. The largest unclaimed amount is allotted to Swoyerville---\$793.21, the lowest amount to Laflin---\$54.24. Within a few weeks, Dr. Hugo V. Mailey of Wilkes College will send all the pertinent information on matching fund grants to local officials.

COUNTY GOVERNMENT

Practical knowledge about government can very well begin down on the local level. A knowledge of the functions and powers of the officials will help responsible citizens assume their civic duties.

Various types of local governments exist in Pennsylvania. Local units of government do not have inherent powers of their own; the power to create the local units rests with the state. Provision for powers and functions of local governments can be found in the charters issued by the state. The power to contract or extend these functions of local governments rests solely with the state. The responsibility for the operation of local government, however, rests with the officials elected in the respective communities.

The principal administrative area in England was the county. This same unit became the important governmental area in Pennsylvania colonial government. Today, county government lies between the local units and the state itself. The county has a large field of powers and functions delegated to it by the state. As the smaller units relinquish many functions to the counties and as the state creates more powers for the county governments, these areas of governmental control are becoming more significant every day.

The relation of the county government to the municipalities is a complicated one. Both units of government have a joint interest in the construction of roads.

In some classes of counties the tax assessors are elected, yet they make the valuation of taxable property for the county commissioners who pay them.

The 67 counties in Pennsylvania are divided into classes, ranging from one to eight, based on population. Luzerne, Delaware, Lackawanna, Montgomery, and Westmoreland counties are found in the third class where the population range is 250,000 to 800,000. Most of the counties can be classified as rural in population. Of the 67 counties, 43 are in the last three classes. Ten counties in the state are in the eighth class where the population is less than 20,000. Although most of the counties can be classified as rural, it does not mean that the population of the state can be classified as such. About 2,000,000 of the state's 10,500,000 live in Philadelphia, the only first-class county.

The classification set up is useful for the legislature. Pennsylvania's Constitution prevents the General Assembly from passing any special legislation for particular counties. Therefore, when the General Assembly passes a law, the law is applicable to a class of counties. The Legislature does not enact laws that pertain to Luzerne County alone, but to third-class counties.

SOCIAL SECURITY

A total of 753 government units in Pennsylvania now have social security coverage for their employees, according to Richard H. Wagner, Legal Adviser of the Bureau of Social Security of the Department of Labor and Industry. Among these are 266 boroughs, 34 first-class townships, 25 cities, and 35 counties.

About 60 of the 753 had retirement systems and repealed them. About 250 cases are pending for approval. It should be noted that December 31, 1953 was the deadline for making coverage retroactive to January 1, 1951. This date applies to applications received in the New York regional office and not at the state office.

If your employees are now covered by social security, it is time to re-appraise the payroll to see if your municipality is carrying "hidden pensioners." Social security could be the answer in getting young people to enter the public service. Now that the oldsters do not have to be carried on the payroll, it is time to be selective in hiring personnel.

Another problem that is cause for concern revolves around the Pennsylvania Municipal Employees Retirement Act passed some years ago. If local government is to compete with private industry and attract a fair share of the labor market, then social security provides only a workable base for a sound retirement program. Something else is needed to supplement social security. No one community, however, can get it alone. On a statewide basis something could be done.

SIDEWALK CASE

The following case points up the responsibility of municipalities in regard to sidewalks:

In *Tauber v. Wilkinsburg* 309 Pa. 331, the Supreme Court of Pennsylvania held that the negligence of the borough was clearly established. In the case, trucks passed over a sidewalk, breaking the flagstones. After replacing same, crevices varying from one to four inches remained between the flagstones. The borough filled these crevices with mud and ashes. Since the plaintiff was not guilty of contributory negligence, she was entitled to recover.

Note to municipal officials: Repairs must not have defects.

INCINERATOR

The Delaware County Commissioners recently created the Delaware County Incinerator Authority to build one or more incinerators to dispose of rubbish and garbage. The participating municipalities will pay a proportionate share of the cost of the operation, based on the poundage of garbage and rubbish disposed.

ADEQUATE HIGHWAYS

Last year General Motors conducted a national better highways contest in which more than 44,000 essays were submitted on the subject, "How to Plan and Pay for the Safe and Adequate Highways We Need." Below are some of the remarks of the winner of the West-South Region, Judge Walter L. Pope of Arkansas.

"The answer... is in form of a command to us; and it is divided into three parts:

1. The generation of an informed, aroused, and fighting public interest.
2. The development of an efficient nation-wide administrative tool to determine and fix standards and designs of the nation's highways.
3. The provision for a dependable and steady supply of funds to be fairly and equitably expended.

"We are told by experts that \$32 billion should be used during the next ten years merely to correct deficiencies as they exist today. The Federal Government is collecting in excess of \$2 billion annually as excise taxes on gas and fuel, and the sale of vehicles, parts, tubes. Yet, the Federal Government appropriates only twenty-six per cent of that for road construction. The contributions fall far short of present-day needs. The average motorist pays at least one-third of a cent per mile tax to the State in which the road traveled is located. A road with 4,000 vehicles a day earns about \$4,800 a year."

WHAT'S NEW?

- FORTY FORT - Council approved a donation of \$100 to the West Side Visiting Nurses Association.
- PLYMOUTH - According to an ordinance of 1932, peddlers with a license are liable for fines.
- NANTICOKE - The one hundred new Spherolite lamps recently installed on some streets provide 25 per cent more brilliance without an increase in cost.
- KINGSTON - The borough is seriously considering health and death benefits, over and above federal Social Security, for about sixty employees.
- ASHLEY - Local officials are considering installing a traffic light at the intersection of Hazleton and South Main Streets regardless of the attitude of the State Department of Highways.
- WEST PITSTON - Borough fathers still have a pay hike for employees under consideration.
- LUZERNE - Despite a big pile of unpaid bills, council plans a two-mill cut in the real estate tax levy in 1954, lowering the millage to 19 mills.
- HANOVER TOWNSHIP - Commissioners state that reconstruction of the Oxford Street crossing of the Pennsylvania Railroad represents a tremendous improvement for the sector.
- PITSTON - Due to a budget slash, the City Street Department reduced its personnel.
- AVOCA - An increase in taxes is being considered by borough fathers as they began work on the 1954 budget.

THOUGHTS FOR TODAY

One of the smallest packages we ever saw was a man wholly wrapped up in himself.

When you take responsibility on your shoulders, there's not much room left for chips.

PUBLICATION

This News-letter, published monthly as a community service, originates in the Political Science Department of Wilkes College. Notes and inquiries may be addressed to Dr. Hugo V. Mailey, Political Science Department, Wilkes College, Wilkes-Barre, Pennsylvania.

The Luzerne County News-letter

VOL. III, NO. 3 WILKES COLLEGE, WILKES-BARRE, PA. MARCH 15, 1954

METROPOLITANITIS

Suburbanitis or metropolitanitis is not a new disease. Political scientists have poured out millions of words on the subject. All that we have ever accomplished is a world's record for words.

Since the end of the war, people everywhere have expressed a desire for better parks, schools, playgrounds, sewerage systems, underground garages, and other services. Any success in realizing these desires is bound up with the problem of metropolitanitis. A metropolitan area can simply be defined as the outward movement of people from a large city forming satellite communities each with their governments.

The reasons for the disease are not hard to find. First, the motor vehicle, high speed lines, and inter-urban railways have decreased traveling distances.

Second, the central part of a city becomes overcrowded making it less desirable for residential purposes. This overcrowding is followed by an outward movement to get away from the effects of urban congestion, noise and dirt; to obtain more favorable living conditions, or opportunities for outdoor life. Homeowners and businessmen who locate in the fringe area seek a reduction in real estate costs, lower assessments and lower tax rates, and freedom from building regulations and other restrictions. Generally, business and professional people are the first to move into these "bedroom" municipalities.

Third, industries seek more space and low-priced land to set up demountable, one-story factories in case of enemy bombing.

Now, what are the effects of such a movement, both on the central city and on the fringe municipalities? In time, the key city eventually suffers a loss in population. The central city also experiences a decline in the valuation of taxable real estate. The migrants who continue to work or shop in the city pay little or nothing to offset the decreases in revenue from lowered property values. Important elements of the population in a metropolitan area have withdrawn from the politics and government of the central city by moving to the suburbs, so that while there is greater citizen participation in the outlying areas, the city has lost its professional and business leaders. To the outside world, the population of the city as listed in statistical reports might be misconstrued as the population of the area, with the result that new industries do not consider the area sufficiently extensive.

The need for essential governmental services develops simultaneously with the growth of new communities. Each new incorporated community carries on as if it were not related to the larger metropolitan area of which it is an integral part. It is often impossible to achieve high standards of service, not only because there are a number of local units at the same job in a congested area, but because most of these units are too small to do a good job for the urban dweller. The existence of several layers of government in metropolitan areas creates confusion, overburdens the voting population, and adds to governmental costs. Many of the localities on the fringe are unable to maintain the kind of service that the urban dweller in the modern world requires.

Although some of these communities do provide adequate service, many suburban places become a potpourri of residences, industry, and vacant land. Lack of any planned effort to solve common problems leads to governmental chaos and bad public relations. Most of the metropolitan communities find themselves nearer this anarchy today than is generally realized.

1953 LAWS AFFECTING LOCAL GOVERNMENT

A total of 2,490 bills were introduced in the 1953 session of the General Assembly, 622 of which related--directly or indirectly--to local government. Of these, 133 were passed by the House and the Senate. The Governor approved 122 and vetoed 11.

Act 145 - Whenever the annexation of territory in a second-class township to a borough, city, or township is desired, a majority of the free-holders in the proposed annexed territory shall petition the borough, city, or township, requesting the annexation. The petition shall be accompanied by a fee of \$150.

Act 376 - The annexing community must pay:

1. Value of all roads improved within five years
2. Cost of sewers of the past fifteen years
3. Pro-rata share of all facilities
4. Pro-rata share of all value for buildings

Act 63 - Salaries for members of Zoning Boards of Adjustment in first-class townships shall not exceed half the amount paid to the commissioners.

Act 214 - Whenever a vacancy in any elective office of any political subdivision is filled by appointment, the appointing authority shall give notice of the appointment to the County Election Board.

Act 266 - Municipalities, except in cases of willful misconduct, while engaged in Civil Defense activities, shall not be liable for the death of nor injury to persons or damage to property as a result of their performance of duties.

Act 49 - Vacancy of commissioner in first-class townships shall be filled by the Court of Quarter sessions. Vacancy in the office of Treasurer or Controller shall be filled by the township commissioners.

PLANNING ASSISTANCE

Most of the municipalities of Montgomery County are too small physically and financially to justify hiring a professional planner. With population density and land use pattern controlled by borough and township zoning, the County Planning Commission is to furnish technical assistance.

Rapid growth in outlying areas means that added facilities must be provided by municipalities. These facilities include:

1. The provision of adequate roads: additional local streets, improved major highways, and more road maintenance.
2. The provision of necessary services: public water and sewer systems, garbage and trash collection, street lighting, and fire hydrants.
3. Administrative expenditures: increased police and fire protection, inspection and licensing.
4. Additional schooling: more complex school administration.
5. More complex legal controls: zoning and subdivision regulations providing a sound tax base.

A purpose of the program is to help provide these additional facilities at minimum cost and maximum efficiency. The County underwrites the program with no charge to the municipality. The only cost to them is for the material directly involved, such as reproduction of maps, aerial photographs, and similar items. A member of the County office is assigned to work with the local planning commission. The technician gathers, interprets, and projects such basic statistics as population, school enrollment, industrial employment, and assessments. However, before the actual study can begin, basic maps, including topography, street, building location and sometimes utility maps must be completed.

No municipality can be considered as an isolated unit; the technician must relate it to the neighboring townships and boroughs, as well as the County. The map information includes:

1. Natural land features: featuring topographical characteristics and emphasizing the storm drainage and sewerage service areas which will offset residential and industrial growth.
2. Existing land use: illustrating the present use of land including areas set aside for residential, industrial, commercial, recreational, and other uses.
3. Land suitable for development: this is a composite of map 1 and 2.
4. Suggested plan: a general proposal for the physical development of the municipality.

It is the responsibility of the local planning commission to "sell" the plan to the citizens. As a result, the final comprehensive plan represents local ideas and sentiments.

The power of zoning is but one tool to carry out the recommendations of the plan. Also available are housing, building, plumbing, electrical, and other codes. Since these powers rest with the municipality, it must enact, revise, or rewrite the zoning ordinance or any other legal control.

WHAT'S NEW?

WYOMING - Building construction during the past few years, particularly in the Third Ward, will be a major factor in holding the assessed valuation at about \$2,500,000.

EDWARDSVILLE - Borough council has agreed on a type of parking meter that will accept pennies, nickels, or dimes.

KINGSTON - The tentative budget adopted by council provides no specific amount for wage increases, although some increases might be granted.

WEST PITTSTON - The council is considering setting aside \$1,003.83 for road construction in order to get an equal amount from the State Highway Department.

PITTSTON - The city's taxable wealth showed a sign of recovery this year for the first time since the depression. It has returned to the \$8,000,000 figure.

HANOVER TOWNSHIP - An ordinance restricting the future installation and use of oil burners is being considered by the Commissioners.

NANTICOKE - The increase over past years' parking meter collections shows that strict adherence to the parking regulations is working. Only 42.9 per cent of the 1953 estimates was collected during the first six months of the year.

PLYMOUTH - The council seems to have solved the problem on Main Street with the installation of meters, but there is still much to be done before satisfactory relief is provided other thoroughfares.

FORTY FORT - Council took final action on the 1954 budget, retaining last year's 17 mill tax.

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Wilkes College Library
The Luzerne County News-letter

APR 22 1954

VOL. III, NO. 4 WILKES COLLEGE, WILKES-BARRE, PA. April 15, 1954

DR. TEAGUE

Dr. Russell E. Teague, Secretary of Health in Pennsylvania, stated at the March meeting of local public officials that although there is a great deal of money spent on public health in Luzerne County, there is no single budget or any clearing house centrally organized. He reminded the group that if a county creates a board of health the state and the county match funds toward its activities. Of interest was his statement that 104 municipalities in Allegheny County have banded together in regards to the sewage problem.

Approximately 55 officials attended, representing 12 towns. Wilkes-Barre Township served as host.

JOINT ENTERPRISE

What are some ways to avoid the near anarchy existing on the local government level? There is one thing that must be recognized, and that is that nothing can be gained by promoting antagonism among people no matter where they live. Therefore, an intelligent approach is necessary. A complete cure must be outlined and planned for. But, if the opposition is overwhelming, there are approaches which will lead to the long-range solution.

One means of alleviating the difficulties of metropolitan areas without changing boundaries or governments is through the joint cooperative enterprise. Several forms of intergovernmental cooperation are provided by Pennsylvania law.

One is the joint enterprise set up for a special purpose, be it water supply, sewerage system, city hospital, or any other. Act 159 approved in 1943, permits third-class cities, boroughs, incorporated towns and townships to cooperate through joint agreements while exercising their regular governmental functions relating to public health, recreation, zoning, and municipal planning. The agreement may include employment of joint personnel, purchase of personal property, and allocation of costs and expenses.

Act 94 of 1945 extends the original act to permit municipalities under their joint agreement to employ and retain planning engineers or consultants, and to contract for professional planning services related to those four mentioned functions.

Section 3240 of the Third-Class City Law permits the city to enter into joint agreements with other municipalities to build and construct sewers. A joint board consisting of one member from each joining municipality shall be established to operate the endeavor. The member municipalities may incur or increase their indebtedness but not exceeding the constitutional limits.

Section 2120 of the Borough Law permits boroughs to enter into such joint agreements as mentioned above.

Another type of cooperation is the rendering of service by one unit of government for others, usually on a contractual basis. The Pennsylvania Legislature authorized Allegheny County to build incinerators and other disposal facilities for the numerous municipalities within its bounds. Wilkes-Barre already does this in some measure. Section 3248 of the Third-Class City Law permits third-class cities to furnish sewerage facilities outside the city. The city may not, however, extend its system outside the boundaries where sewerage facilities are furnished by a private company or by a municipal authority.

Section 2130 of the Borough Law permits boroughs to exercise this extramural power in order to supply sewerage service to places outside the borough limits, so long as there is no conflict with the rights of a sewer company or any other borough.

A third type of cooperation, not used in Pennsylvania, and based on the principle of mutual aid, involves the exchange of services by the participating units of governments. A mutual aid plan may be set up to fight fires, involving placement of fire forces under one coordinator.

While there exists joint cooperation between two or more units of government in a metropolitan area there is no joint operation of any municipal function over the whole area. The actual number of arrangements is small in proportion to the opportunities that Pennsylvania law affords. The desire to cooperate is not sufficiently strong, and difficulties in reaching an agreement are great.

Cooperation is, however, a valuable means of overcoming psychological barriers and jealousies that divide communities. Functional cooperation is the road of easiest grade into the complicated field of metropolitanism.

The communities of Wyoming Valley would do well to explore the idea of functional cooperation to solve their problems. Luzerne County municipalities ought to cooperate if they are going to escape the financial plight of most towns. Instead of raising taxes or assessments, or begging the state to raise the debt limits, the communities would do well to cut down on their expenditures by pooling their finances and thereby stretching the tax dollar. Wouldn't neighboring communities save a tremendous amount if they joined hands and operated one single sewerage system? Or couldn't they cooperatively provide recreational activities at much lower costs?

BUDGET PROCEDURE

The budget is a detailed financial plan for the coming fiscal year, setting forth and balancing proposed expenditures against anticipated revenue. If expenditures exceed receipts, the budget is unbalanced. When a budget remains out of balance from year to year, the result is an accumulation of floating debt which will have to be funded through the issuance of bonds. Section 1305 of the borough code states that a budget shall be prepared in January. The tentative budget is often times prepared by a Finance Committee.

Budgeting must show a realistic approach, but as the law now stands in Pennsylvania, this is probably impossible. For the first six or eight months of the fiscal year the functions of borough government must be financed from sources other than the current taxes. This is because overdrafts are prohibited by law and taxes are not billed until after the assessment roll has been received from the county. This makes it impossible to send bills before June, and with the two-month discount, taxes may not come in before July or August.

Some method of raising funds must be found. Many boroughs carry over surpluses from the previous year to take care of part of the requirements. In other words, boroughs aim to show sizeable year-end cash balances. This can be done intentionally by underestimating revenue and overestimating expenditures. The cash balance at the end of the year, amounting sometimes to five or six mills in a middle-sized borough, is misleading to the public. It ought to be explained to the people that the money is planned to finance municipal functions during the early months of the next year. In reality the annual tax levy is used to finance current and future operations. If overestimates of expenditures and underestimates of revenue are grossly exaggerated, the budget lacks a realistic picture. Several municipalities in Luzerne County use this method.

Some towns receive funds from taxes other than real estate. Many towns resort to temporary borrowing. There is no question of the right of council to negotiate temporary loans in anticipation of taxes. All such loans must be repaid from the first moneys available from current taxes. Temporary borrowing is usually done by issuing a tax anticipation note to a bank or an individual in exchange for cash. Many boroughs or towns borrow from local banking institutions, but there is nothing in the law to prevent a borough from borrowing from an individual or from a bank beyond borough limits.

CITY MANAGER PLAN

A total of 1,146 cities and counties in the United States and Canada were using the council-manager form of government as of last March. Maine leads with 117 places. Pennsylvania is in seventh place with 55. Total population in the United States covered by the plan runs to 23 million, while 547,372 are covered in the State.

WHAT'S NEW?

- WILKES-BARRE - Proofreading of the new city building code is progressing better than expected and officials now have high hopes that the long awaited code book will be ready by April 1.
- ASHLEY - Officials urge residents to cover ash containers set out for the municipal truck.
- PLAINS TOWNSHIP - A competitive exam to establish a civil service register for possible vacancies in the fire and police departments has been scheduled.
- SWOYERVILLE - The borough contemplates spending \$13,151 less this year than in 1953 with the mileage the same at 17 - 15 for general purposes and 2 for the light fund.
- LUZERNE - The Borough council has decided to purchase a new police cruiser.
- EXETER - The council has under consideration a proposal that the tax levy be reduced 2 mills.
- DUPONT - The borough will purchase a new truck for the street department, according to the tentative budget.
- LARKSVILLE - An ordinance regulating the installation of oil burners has been adopted.
- NEWPORT TOWNSHIP - The new highway through the township has caused commissioners numerous problems concerning pits bordering it.
- NANTICOKE - "Prudent administration of purchasing, together with budgetary controls is paying dividends," Pennsylvania Economy League announced.
- WYOMING - The tax ordinance provides for a 14 mill levy.
- WEST PITTSBURGH - Council will investigate complaints that vibration from a plant is causing damage to homes.
- AVOCA - Reported objectionable in the budget is an item for the purchase of a new police car.

THOUGHTS FOR TODAY

Money doesn't make you happy; it only quiets the nerves.

The man who saves money nowadays isn't a miser; he's a wizard.

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The Luzerne County News-letter

VOL. III, NO. 5 WILKES COLLEGE, WILKES-BARRE, PA. May 15, 1954

METROPOLITANITIS

The oldest of the remedies to solve metropolitan problems is annexation or consolidation. At first thought, it would seem that the best means to overcome political disunity would be to extend the boundaries of the central city into the suburban fringe area.

Unfortunately, territorial annexation is the most impractical of the methods because of legal difficulties and because of popular objections. The usual process for annexation involves some combination of majority vote in the area or petition by a percentage of the fringe residents or property owners, followed by the passage of a city ordinance or majority approval by the city voters.

Sec. 501 of the Third Class City Code raises an interesting problem in regard to Wilkes-Barre and Kingston because of the provision---"any borough having a population of less than 10,000... may become annexed to any such city..." According to the Borough Code, adjacent boroughs may consolidate. Councils of two or more boroughs may enter into a consolidation agreement. If ten per cent of the registered voters of each borough request such an agreement, council must try to reach an agreement. If the councils cannot reach an agreement within sixty days, "the Court of Quarter Sessions shall cause an election to be held in the boroughs:" The procedure to be followed in annexing adjacent territory to a borough follows the same pattern: ten per cent requirement and referendum in both areas.

A second obstacle is the difficulty of obtaining favorable popular action on the plan. The fringe area opposition has a fear of increased taxes. The greatest resistance usually centers in the wealthier suburbs. To be successful, movement for annexation must come voluntarily from the fringe area and not the central city. The fringe area must recognize some gain from the annexation, as illustrated in the following instances: Burley, Idaho, favored annexation to lower its fire insurance rates. Eugene, Oregon, favored annexation when it found out that the total tax rate paid to special districts was greater than the city tax rate. In Pennsylvania, Parkside borough council annexed part of Brookhaven when the property owners of the latter community were offered sewage facilities. In other Pennsylvania communities, the desire to send children to better schools has also been offered as a reason.

The third point is not as academic as it first appears. This is that extreme centralization would prove as undesirable as extreme decentralization, which now exists. The advisability of the new arrangement would be open to question. Can one metropolitan government furnish all of the services needed in the whole area? There is some doubt that it can. There are some problems that are of metropolitan concern and therefore require common solution. There are other problems that could be handled by the individual local governments. Big city government over the whole metropolitan area could be remote and impersonal. Local problems might receive inadequate consideration.

The history of annexations is largely one of piecemeal extensions of the central city boundaries. This piecemeal expansion on the part of the central city lags behind social and economic development and the population increases that occur. Actually, annexation never really catches up.

BONDS

For years, local governments have waged war against the attempt of the federal government to tax municipal bonds. The House Ways and Means Committee just recently made another such attempt, mainly because some local units in the South were issuing bonds to encourage industry to locate within their limits. Northern municipalities claimed this could have been the first step toward taxing all municipals. The State Association of Boroughs and the Luzerne County unit went on record against the Committee proposal. Many Luzerne County local units indicated their feelings in written communications to Congressman Edward Bonin and Committee Chairman Daniel Reed.

SANITARY LANDFILL

Kingston, which has been disposing of garbage at the Wilkes-Barre incinerator, has terminated its agreement in favor of its own landfill method. The site is located on the former Lutes estate below the Church Street dike. Kingston can claim the distinction of being the pioneer in the area. It is hoped that West Pittston can soon begin to operate a similar project. Local public officials are invited to inspect the Kingston project. Perhaps West Side towns could work out a cooperative plan involving several projects. It's worth exploring.

COOPERATION

Fire company officials of seven West Side communities, including Wilkes-Barre because of the Armory, have laid preliminary plans for a cooperative system of fighting fires. The proposal will be presented to local councils for approval. Cooperative action of one type or another is possible under Pennsylvania law in an impressive range of municipal functions.

This NEWSLETTER has consistently plugged intergovernmental cooperation on a functional basis. Couldn't this be the beginning of something for the West Side?

MEETINGS

May 14, 15 --- Municipal Manager's Association, State College

June 17, 18, 19 --- Township Commissioners, Bedford Springs

June 28, 29, 30 --- State Boroughs Association, Pittsburgh

ASSESSORS SCHOOL

The Allegheny County Board of Assessments is sponsoring a ten-week course of instruction for assessors. General laws relating to assessments, techniques of arriving at a fair and equitable valuation, preparation of records, use of maps, methods of assessing personal property and occupations and other phases of the work are included. The school is co-sponsored by the Public Service Institute.

TREATMENT PLANTS

The second largest joint venture in the field of antipollution is located in Delaware County under the authorities of Central Delaware County. Total cost of three projects is \$7,000,000. This project serving twenty-seven municipalities is second to the Allegheny County Sanitary Authority comprising sixty-four municipalities. It is this sort of set-up that Wyoming Valley officials ought to study and inspect. Borough and township officials heading westward next month for their annual association meetings might inspect the Allegheny project.

BOARDS OF ADJUSTMENT CAN MAKE OR BREAK ZONING

The Board of Adjustment occupies a most essential position in the zoning scheme. No matter how well an ordinance may have been prepared, it cannot be perfect or complete enough to foresee and provide for every possible situation that might arise in the community. Edward M. Bassett in his book, ZONING, stated, "The strict letter of the law may be the height of injustice. No zoning ordinance standing by itself can provide for the proper adaptation of the spirit of the law to each exceptional case." The Board of Adjustment, in Pennsylvania as in many other states, is the agency provided by law to meet this need for flexibility.

WHAT'S NEW?

PLYMOUTH - The general picture of finances indicates that at least seventy-five per cent of the annual expense goes for salaries and wages.

NANTICOKE - According to a P. E. L. report, the total debt has been reduced by \$102,740 while the tax rate for debt service was cut from five to four mills.

ASHLEY - The council has received state approval for three traffic lights.

LARKSVILLE - County figures show a decline of \$49,691 in valuation, 343 less adults, but 122 additional taxable properties.

KINGSTON - The council is considering taking over the maintenance of the dike system.

DALLAS - The borough and Miners National Bank are studying the advisability of a municipal parking lot.

WEST PITTSTON - There is some sentiment to elect councilmen by wards instead of at large.

DUPONT - Excavations for the new highway will mean shifting of playground equipment. State Highway Department has agreed on \$7,500 in land damages.

WHITE HAVEN - The Northeastern Turnpike feedways will compel the borough to relocate its playgrounds.

NEWPORT - Taxes collected from property owners are not enough to pay the cost of police protection according to a breakdown of budget figures.

HANOVER - Permission will be granted by the state for the installation of the proposed control program at Willow Street as soon as a one-way parking ordinance is adopted.

WILKES-BARRE - The city police embarked on a Good Manners Behind the Wheel Program to tie in with the national campaign to make courtesy the code of the road.

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^{JUN 2 1954} The Luzerne County News-letter

VOL. III, NO. 6 WILKES COLLEGE, WILKES-BARRE, PA. JUNE 15, 1954

DINNER AND AWARDS

The second annual dinner of the Luzerne County local government officials was held on May 12 at the Wilkes College Cafeteria. The 125 who attended had a gala time. Prominent state and local representatives turned out for the affair, and Gerard B. Gilbert, assistant to the Chairman of Pennsylvania Turnpike Commission, was the main speaker of the evening. Certificates of attainment were awarded to the following local officials: Stanley J. Atcavage, Wilkes-Barre Township; John Karmilowicz, Luzerne; Robert J. Sarsfield, Luzerne; Richard H. Morgan, Luzerne; C. Everett Sharkey, West Pittston; Frank Danilowicz, Wilkes-Barre Township; Ralph Brown, Kingston; Stanley G. Folek, Wyoming; J. Howell James, Kingston; George S. Soback, Luzerne; John Motsko, Plains Township; George Metcalf, Wyoming; James R. Llewellyn, West Pittston; John J. Karlo, Ashley; Thomas J. Reese, Kingston; John L. Stein, West Hazleton; Luthern D. Nicholson, White Haven; Anthony F. Siepictowski, West Hazleton; John C. Wordoski, Hanover Township; Alan Bare, Forty Fort; William A. Garber, Hanover Township, and Oscar Sipler, White Haven.

A Service Award Certificate was offered for the first time by the Political Science Department. These certificates were given to those local officials who served 20 years or more for their respective municipalities. The following received awards: Plymouth, George Trebilcox (26) and Horace Cooper (28); Newport Township, John Riodan (28); Ashley, George Ichter (20); Plains, Joseph Poczatko (22); Wilkes-Barre Township, Frank Danilowicz (20); Hanover, Andrew Garber (20); Wilkes-Barre, Oliver Price (22) and Guy B. Walker (49); Laurel Run, William Brush (20) and Fred J. Kingston (20); West Pittston, Andrew B. Jones (23); Forty Fort, Lewis R. Crisman (20).

Among the chief executives in attendance at the meeting were Mayor Luther M. Kniffen of Wilkes-Barre, Burgesses Andrew B. Jones of West Pittston, Oscar C. Sipler of White Haven, Chester Petroski of Edwardsville, and Joseph Troynacki of Dupont.

CONDEMNED GARBAGE CANS

The Geneva, Alabama, sanitary department has announced that garbage cans that become unserviceable will be tagged and marked "Disapproved for Garbage Collection." Owners will have 15 days in which to replace them. A recent ordinance specifies that a garbage can must be of steel or metal construction that will not easily rust and must have a lid that will fit. It also requires that the can have handles.

PENNSYLVANIA LOCAL GOVERNMENT CONFERENCE

Because individual associations of municipal officials traveled separate paths in solving common problems, a need arose for integrating the efforts of the different groups. William S. Livengood, Secretary of Internal Affairs, a supporter of union, issued invitations to the following organizations to join together: State Association of Boros, League of Third-Class Cities, County Commissioners Association, Township Commissioners Association, Association of Township Supervisors, and the State School Directors Association. There was general agreement at the first meeting that the Conference would deal with these areas of common interest: assessments, administration of delinquent taxes, relationship between local government and the General Assembly, functioning of state agencies in local matters, and state road subsidies. Each association will contribute \$50 to the Conference treasury.

METROPOLITANITIS

The bottleneck in cooperative action is many times financial. The sewage problem is a good case in point. How can funds be found? The following are a few ways to finance such a project: (1) general fund revenue, (2) special assessment, (3) issuance of non-debt revenue bonds, (4) municipal authority.

The Pennsylvania Municipal Authorities Act was first passed to permit municipalities to get federal funds. It was later amended to permit getting funds for waterworks. In 1945 the entire act was rewritten. The increase in the creation of sewer authorities is mostly due to the fact that municipalities have found that this device has solved many problems of financing projects.

The authority combines the advantages of public ownership and private business management. It is a special type of public corporation whose life is limited to 50 years. It is managed by a board of at least five members appointed by the incorporating municipality or municipalities for staggered terms of office.

Municipal authorities are financed by revenue bonds, so-called because they are retired out of revenue derived from the project financed. They are self-liquidating. Bonds issued are independent of the tax base which is the assessment or valuation of property. They have no effect on the statutory borrowing power of the municipality or municipalities which form the authority. The burden is placed directly on those who use the service.

There is no way by which the municipalities or their taxpayers can be held liable for the payment of either interest or principal. The real investors are the purchasers of the authority bonds. It is they, and not the citizens of the municipalities, who assume the risk. The only check is the investing public or bankers.

The soundness of any authority depends on a carefully chosen board, plans skillfully designed by engineers, and a bond resolution or indenture drawn by competent bond counsel or investment banking group. Auditing must be done by a certified public accountant and a statement sent to the municipalities. Auditing is also provided for the protection of the holders of the bonds.

The number of successful authorities in operation in Pennsylvania is evidence that the authority is a workable solution to the financial woes of many communities. A joint municipal authority chartered by a half dozen communities could operate a combined project on a business-like basis with greater continuity of management, thereby saving the taxpayers great sums of money.

PARKING

The alibis that some people can offer for traffic violations sometimes deserve a better reward than mere fines.

In Minneapolis recently, John Melby pleaded "half guilty" to parking in a restricted zone. "Only half my car was in the no parking zone," he argued with mighty eloquence.

The judge fined him \$1 instead of \$2.

INTERSTATE ROADS

Over the entire Federal-aid system of 672,000 miles, State Highway officials report that 2/3 of the roads are "below tolerable standards." This means that 424,000 miles of busy highways are out-of-date; 84,000 bridges are unfit for high speed traffic. It is estimated that to bring this federal-aid system, alone, up to current needs, thirty-five billion dollars would be needed.

ZONING DECISION

The State Supreme Court held as unconstitutional the zoning code of Springfield township, Montgomery county, which limited the types of houses that might be built in certain areas according to the amount of their floor space.

Its ruling was handed down in the case of a resident of Chestnut Hill, who sought permission to construct a property which lacked nearly 700 square feet of space to meet the zoning requirements.

"A provision in a zoning ordinance which divides our people into social or economic classes is contrary to the spirit of our founding fathers, our historic development, and our legal and patriotic institutions," the Supreme Court ruling added. "This ordinance flies in the face of our birthright of liberty and our American way of life, and is interdicted by the Constitution."

The legal battle opened when a Philadelphia resident sought a permit from Springfield township to build a home containing 1125 square feet of floor space. That area is zoned AA residential and calls for homes with 1800 square feet of floor space, so he was refused.

WHAT'S NEW?

KINGSTON - The improvement planned this spring is rerouting Rutter Avenue to eliminate a curve.

DUPONT - Council passed on first reading on ordinance governing oil burners.

HANOVER - The commissioners are studying ways and means of improving the municipal dump.

NANTICOKE - The city is planning to use rock salt instead of ashes to provide better traction for motorists next winter.

LUZERNE - Council authorized purchase of a pickup truck after many bids were received.

WEST PITSTON - The boro has joined the ranks of those municipalities that have eliminated the post of boro health officers and turned the duty over to the State Health Department.

PLAINS - A resolution was adopted by the solons to prohibit strip mining within 100 feet of occupied property.

WILKES-BARRE - Only \$81,242.48 in uncollected 1953 property taxes were returned to the county's tax claims bureau.

LUZERNE COUNTY - Despite adverse conditions, 94 per cent of the property taxes were paid.

WYOMING - Council has authorized an option on about eight and one-half acres of land.

SWOYERVILLE - Authorities are endeavoring to divert funds from one department to another to remedy certain water conditions in the boro.

LARKSVILLE - The contract for weekly collection of ashes and garbage has not been renewed.

ASHLEY - The council has made arrangements for labor in the Department of Public Assistance.

PLYMOUTH - Council is looking for financial aid to fill local stripping holes and level the spoil banks.

PUBLICATION

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JUL 9 1954

The Luzerne County News-letter

VOL. III, NO. 7 WILKES COLLEGE, WILKES-BARRE, PA. JULY 15, 1954

COUNCILMEN AND J P

The offices of justice of the peace and membership in boro council are not incompatible, hence a J P can also serve as a member of council. This was the decision in Gregory v. Johnson in a Mercer County court decision in April 1954.

The plaintiff was elected to both offices in Mercer, Pennsylvania in November 1953 and asked the burgess to administer the oath of office, which the burgess refused to do. The Court stated that the statutory list of incompatible offices in the Constitution of Pennsylvania does not specifically include the offices in question.

It was contended, however, that the office of J P is a county office within the meaning of Article III. The county offices are listed in the Article and J P is not mentioned. No statute in Pennsylvania refers to a J P as a county officer. There are a few cases where courts may have indicated that the office of J P is in the nature of a county office, but only within the meaning of a certain few statutes.

After reviewing these few decisions, the Court summarizes by saying that the office of J P is not a county office within the meaning of the General County Law, and that therefore both offices may be filled by the same person.

BORO HEALTH

This department has a model resolution suggested by the District Medical Director of Luzerne County that can be used to permit the Department of Health to take over the administration of health laws within a municipality. The reasons for such action on the part of the local officials are: first, the decrease in the tax expenditure in the particular municipality; and second, the providing of services to the town of a full-time trained sanitary inspector under the supervision of the District Medical Director in the County.

It might be interesting to note that Conyngham, Laurel Run, New Columbus, White Haven, West Pittston, and Dallas have taken this action during the past year, and we have reports that Wyoming, Luzerne, Avoca have been sent forms since they are contemplating action in the near future.

A copy of this resolution may be obtained by calling the Medical Director's office or the News-letter at the College.

ORDINANCES AND MOTIONS

The council may use ordinances, resolutions, all by-laws and motions. It is frequently difficult to distinguish between these classes, as it is not the language but the purpose and result that is controlling.

An ordinance is a formal legislative action of council and therefore becomes local law. As such, in a boro, it goes to the executive for approval. Not so in a first-class township or third-class city. An ordinance may be adopted at a single meeting. Some ordinances must be advertised in advance. The actual ordinance is the one that is signed by the officials. The ordinance transcribed into the ordinance book is not the actual ordinance. According to Chrostwaite's Boro Law, there are three classes of activities which must be by ordinance: (1) those specifically directed by statute, (2) those that permanently affect boro affairs and remain in force until changed, and (3) those activities where the legislative character or expenditure may depend upon local conditions or the size of the boro.

A motion is a device or means used to express the will of council. It is used to adopt ordinances and resolutions. It has no binding force or permanent status. It is also used to pass on reports and petitions.

A resolution is a more formal act of council used especially for administrative action. Resolutions may even be framed by non-council members. If the resolution is legislative in character, it has the characteristics of an ordinance. It thus becomes difficult to distinguish between the two. If legislative, then it must be presented to the executive. In an early Lancaster case, the State Supreme Court implied that a resolution should not bind the city beyond the term of the officer enforcing the resolution. This points up the fact that resolutions are many times special and temporary in character.

A by-law is usually employed in determining the administrative activities of the local government. It cannot bind succeeding councils. If a by-law is to be ignored by the council creating it, full notice should be given to officials and to the public.

Sometimes there is some doubt as to which of the first three should be used. If doubt exists, an ordinance is preferable. By adopting an ordinance, council is not estopped from treating the subject matter as though it were adopted by motion, if in fact, the subject matter could have been covered by motion.

SOME THOUGHTS ON POLITICS

From the Montgomery County Recorder of May 1954 comes this interesting article on Politics.

"Some wise man once defined Politics as 'The Art of the Possible,' and there is much food for thought in this observation.

"The astute politician does not waste his time butting his head against a stone wall. He has a pretty clear idea of what the public will stand and what it won't. If he believes in a cause or a movement which his people oppose violently, he knows there is no use tilting with windmills, so he simply waits until the climate has changed, rather than waste his strength in what he knows cannot succeed.

"This does not mean, of course, that he changes his opinion nor does it mean that in matters of overwhelming importance he may not stand out against the crowd. It does mean that for the most part, he waits for a favorable opportunity before he plunges into the middle of a brawl.

"The reformers and other special interest groups have little patience with this procedure and they cannot understand that a politician is the representative --not the master--of his constituents. If he fails to remember this, he soon finds himself a "has-been" who is no use to anyone."

STATE AID FOR SEWAGE PLANTS

As of last April, a total of 124 municipalities and authorities, which have expended money to acquire and construct sewage treatment plants in accordance with the Clean Streams program, have filed applications with the State Secretary of Health for payments from state funds.

The individual project for which funds are requested range in cost from \$4,570 to nearly \$14,500,000, the latter one of the three sewage treatment plants in Philadelphia. The cost of the projects reported is \$49,633,311.35. The Bureau of Sanitary Engineering establishes eligibility in some cases and in all instances authorizes the exact amount to be paid.

Under the new state-aid law, municipalities which build or acquire sewage treatment plants are to receive annually an amount not to exceed 2 per cent of the cost of construction from state funds which are to be applied to operating, maintaining, repairing, replacing, and other expenses relating to the plants. The Legislature provided \$2,000,000 for payments to be made during the present biennium.

If there are continuing appropriations by future legislatures, it is pointed out that the municipalities could receive payments matching in full the cost of their plants. To be eligible for payment, municipalities must have their treatment plants in operation by December 31 of the year preceding that year in which payment is to be made.

DOG - GONE

More about garbage cans from Paris, Texas. The Junior Chamber of Commerce there decided to sponsor the sale of dog-proof containers in order to improve both sanitary conditions and the appearance of the city. The canine-foiling device is simple: a rod with a hook, slide and bar is driven securely into the ground and the can attached to the side. This keeps the can above the ground level, keeps the lid on tight, and provides a firm foundation.

WHAT'S NEW?

DUPONT - Council has planned a conference with the contractor building the new highway because of the damage done to boro streets by the heavy equipment.

DURYEA - Improvements to Foote Avenue, an important link in the boro's road system, have already started.

WEST PITTSTON - Installation of sewers in the Second Street area is nearing completion. Another project nearing completion is the boro garage intended to house machinery and equipment.

KINGSTON - Council has purchased another property on Church Street near the acreage recently acquired for a warehouse.

NANTICOKE - The city is planning to purchase a city sweeper to replace its 1936 model.

WARRIOR RUN - Discussion continues toward a consolidation of the boro with Hanover Township.

WILKES-BARRE - Installation of permanent traffic line markers to replace the present painted lines looms as one of the major traffic control steps to be taken this year. It will mean a saving of \$9,000.

HANOVER TOWNSHIP - Hereafter, two cards will be used in the tax collection system. The commissioners have levied a 10.5 mileage, plus a \$3 per capita tax.

THOUGHTS FOR TODAY

If your knees are knocking, kneel on them.

Why is it that the less a man knows, the longer it takes him to tell it?

PUBLICATION

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The Luzerne County News-letter

VOL. III, NO. 8 WILKES COLLEGE, WILKES-BARRE, PA. August 15, 1954

PARKING AS A FACTOR IN BUSINESS

The Highway Research Board has gathered extensive factual material on parking as related to business activity. Studies indicated that the attitude of retail shoppers toward downtown shopping is largely conditioned by the advantages of greater selection, ability to perform several errands on one trip, and cheaper prices. The disadvantages of downtown shopping are difficult parking, crowded conditions, and traffic congestion. The advantages of suburban shopping in conditioning shoppers' attitudes are proximity to home, easy parking, and more convenient hours; while the disadvantages are limited selection, limited types of business establishments, and higher prices. Two tentative findings are that families with children are more inclined to patronize local shopping centers, and that higher income groups shop more often downtown than those in lower economic brackets.

There definitely is a tendency toward suburban shopping, although the drawing power of the central business district is still strong. The majority of the trips are generated within two miles of the shopping center. The maximum drawing power of the suburban shopping center seems to be about five miles.

REPRINT

From the NATIONAL MUNICIPAL REVIEW of June, 1954, come these words of wisdom by Dr. M. Nelson McGeary, professor of Political Science at Penn State and councilman since 1951: "A councilman has to learn to roll with the punches. Punches are as inevitable for the councilman as are "boos" for a baseball umpire. There's no question that all councils make some mistakes for which they deserve censure. But it's the snap criticism, from persons who are willing to form judgments on the basis of only a little evidence, that the councilman must learn to absorb and still maintain his resiliency.

"Presumably in every municipality, as in ours, there are some citizens who start with the premise that anyone willing to run for council is a species of pillager--may not be a bad one--but at least he's a man with some sort of axe to grind and will, when he finds an opportunity, maneuver things to his own advantage. Sometimes, of course, this suspicion is justified. If it's generally true, we might as well give up democracy as a bad job. Fortunately, it isn't so.

"A councilman must cover himself with thick padding in order to withstand the unfailing darts, but at the same time must not so insulate himself that he becomes insensitive to constructive criticism and to useful opinions and suggestions. Perhaps it is one sign of a good councilman if his conscience forces him occasionally to lie awake at night pondering the comments of a disgruntled citizen."

RED STOP SIGNS

National Safety Council records show that during the last 10 years 40% of all fatalities in urban areas have occurred at intersections, and 12% of all fatalities in rural areas have occurred at intersections. The standard safeguard has been the yellow stop sign. It has had its chance.

Red, in traffic circles, always has signified a complete stop. The red stop sign was recommended last June by the Joint Committee on Uniform Traffic Control Devices. The recommendation was for reflectorized white STOP letters and reflectorized red background, so that the sign will be brightly visible both day and night. In the city this sign may be seen at night for the length of a city block; on the highway, with lights on high beam, for a quarter of a mile.

PARKING VIOLATION

An envelope-type parking ticket is used in Norwich, Connecticut. The over-parker simply places his one dollar fine in the serial-numbered business reply envelope and drops it into the nearest mail-box. The nature of the offense, license number, date, and time appear on both the portion of the envelope retained by the officer and that given to the offender.

A STREETSWEeper IS NO PLACE FOR A DOG

Athens, Ga. -- With the advent of a new leash law in Athens, even the mechanical streetsweepers are picking up dogs. The City Engineer said recently that a small dog barked at a streetsweeper, got too close to the rotary broom and, unknown to the driver, was swept into the dirt compartment. Later, a small boy appeared at the City incinerator, pointed an accusing finger at the driver and said, "You've got my dog." The surprised operator opened the dust bin of his sweeper and sure enough, there was the dog, dizzy but still alive. The pup recovered quickly at the sight of his master and went home with him.

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EXPENDITURES FOR PUBLIC HEALTH IN LUZERNE COUNTY

<u>Municipalities</u>	<u>Population</u>	<u>Expenditure</u>	<u>Per Capita</u>
Wilkes-Barre	\$ 76,826	\$ 55,072	0.717
Hazleton	35,491	10,502	0.295
Nanticoke	20,160	4,600	0.228
Pittston	15,012	2,200	0.145
	<hr/>		
	\$147,489	\$ 72,374	0.49
<u>First Class Townships</u>			
Hanover Township	\$ 15,051	\$ 10,681.00	0.709
Plains Township	12,541	2,680.32	0.213
Newport Township	9,347	2,300.00	0.246
Wilkes-Barre Township	5,267	480.00	0.091
	<hr/>		
	\$ 42,206	\$ 16,141.32	0.38
<u>Boroughs</u>	\$135,637	\$ 16,381.00	0.12
Total	\$325,332	\$104,896.00	0.32

Personnel

Municipalities

Wilkes-Barre	20 - 4 part-time medical health officers, 1 milk inspector, 1 food and meat inspector, 6 sanitary inspectors, 1 nurse, 2 clerks, 4 laboratory technicians
Hazleton	3 - 1 health officer, 1 dog catcher, 1 plumbing inspector, 1 dairy inspector
Nanticoke	1 - 1 health officer
Pittston	1
Total	25

Personnel (Con't.)

First Class Townships

Hanover Township

4 - 1 health officer, 1 assistant health officer,
1 secretary, 1 plumbing inspector

Plains Township

1 -

Newport Township

2 - 1 nurse, chief of police is health officer

Wilkes-Barre Township

1

Total

8

Boroughs

43 - 10 secretaries of Boards of Health, 33 health
officers

Total Personnel

76

WHAT'S NEW?

WILKES - BARRE TOWNSHIP - Six township officials attended the State Association meeting at which Joseph S. Matiskiel, former secretary and now tax collector, was honored with a meritorious award.

WARRIOR RUN - More informal meetings have been held with a view to consolidating with Hanover Township. A program designed to accomplish this end is in the making.

ASHLEY - The council is using three men certified by the DPA for various chores about the municipality.

HANOVER TOWNSHIP - John C. Sordoski, commissioner from Askam and recently elected president of the Pennsylvania State Association of Township Commissioners, received a meritorious award at the recent meeting at Bedford Springs, Pennsylvania.

NEWPORT TOWNSHIP - Attorney Joseph Gallagher, solicitor, was elected one of three members of the legal counsel staff of the State Association of Commissioners. John J. Riordan, commissioner, was formerly president of the State Association of Commissioners.

The Luzerne County News-letter

VOL. III, NO. 9 WILKES COLLEGE, WILKES-BARRE, PA. SEPT. 15, 1954

MEETING OF LOCAL OFFICIALS

Watch for announcements of the fall meeting of local government officials to be held at Wilkes College. Interesting and informative speakers are being lined up for the year. Suggestions are welcome as to topics and speakers.

THE COUNCILMAN

From C. C. Ludwig, executive secretary of the League of Minnesota Municipalities, comes this bit of advice:

"The attitudes of individual council members are vital in determining city government policies. The good councilman should be a good councilman and judicially minded. He should demonstrate a respect for the right of others to differ, and in expressing his own point of view he should take care that his language is moderate and restrained. The councilman's demeanor should be courteous, reflecting an inner dignity, and he should not be without a sense of humor and a spirit of tolerance. It has been said that the attitudes of men holding public office are often a reflection of general public attitudes. It should set an example and stimulate educational efforts to improve the attitudes of those whom they represent. The middle course should not be construed as a lack of courage but rather the great virtue of democracy. It provides for the peaceable compromise between differing parties, rather than the forceable suppression of one by the other."

Sound isn't it?

TRAFFIC PROBLEMS

Sponsored by Penn State, the Conference on Traffic Problems is intended to suggest ways to relieve the problems of congestion and parking in municipalities. The Conference is meant for persons who have some responsibility for relieving traffic congestion and providing space for motor vehicles. Among those included in this category are traffic engineers and other local officials. This conference was preceded by a Traffic Engineering Seminar in 1938 and the Traffic Engineering Institute in 1950 and 1952. The Conference is sponsored by the Institute of Public Safety, Institute of Local Government, and the Department of Civil Engineering at Penn State. Conference dates are October 7 and 8, 1954.

STATE DEPARTMENT OF HEALTH - LUZERNE COUNTY

ANNUAL EXPENDITURES

District Office	\$ 39,866.00
Public Health Nurses	37,400.00
Tuberculosis Control	36,169.00
Venereal Disease Control	3,960.00
Maternal and Child Health	15,487.00
Dental Health	6,480.00
Vital Statistics	5,500.00
Crippled Children	

\$144,862.00 81

SCHOOL HEALTH PROGRAM

16 Third-Class Districts
48 Fourth-Class Districts

School Nurses	\$ 91,664.12	54
School Doctors	44,112.00	67
Dental	22,448.25	62 Dentists, 54 Assistants
Nurses, State	4,229.25	
Clerks	3,610.00	22

REGION FUNCTIONS

Engineers Office	\$ 8,000.00	8 - 5 engineers, 3 stenographers
Industrial Waste	3,000.00	1 - engineer
Laboratory	1,000.00	8 - 1 bacteriologist, 7 assistants
Nutritionist	1,000.00	1 - nutritionist
Dental	1,000.00	1 - dentist

\$ 14,000.00 19

TOTAL

\$326,107.00 359

PERSONNEL

- 9 - 1 physician, 1 senior stenographer, 7 sanitary assistants
- 11 - Nurses
- 9 - 5 part-time clinicians, 4 clerks
- 3 - 2 part-time clinicians, 1 clerk
- 18 - 1 full-time, 17 part-time clinicians
- 9 - part-time dentists
- 20 - part-time registrars
- 2 - part-time clinicians

FIRE INSURANCE PLAN

William D. Jones, Wilkes-Barre Public Safety Director, hopes to work out a plan whereby selected men from the Bureau of Fire will be sent to the Pennsylvania Fire School at Lewistown. These men will then qualify to serve as specialized instructors for other members of the Bureau of Fire. The firemen qualifying as instructors at the State school would, upon return to duty, be assigned to conduct classes and drills for the members of the three platoons at the eight City fire stations.

Do other communities in Luzerne County have the same thought? Thinking Valley-wide, why couldn't a cooperative plan be developed? Details could be worked out later. The agreement by localities to aid each other in case of fire might be a starting point. A minimum of effort toward cooperation could produce maximum results in civic betterment.

GLEN ALDEN

Checks have been issued by the Glen Alden Coal Company for \$667,106.23 in payment of township, county, and institution district taxes. These payments were made to Hanover and Newport Townships. Later in the year, the Company will turn over to the same township school boards \$797,000.

SKID RESISTANCE

Skidding is not a pleasant experience, but it is not the principal or even an important cause of accidents. Skidding cannot occur unless a car is initially out of control. It takes place when the frictional resistance between government and tire is exceeded. The tire companies in their advertising have done a good job of educating the public in respect to tire design. Some very complete studies also have been made on the non-skid characteristics of governments, one of the best known having been conducted by Professor R. A. Moyer, and reported by the Highway Research Board. The results when summed up show very clearly that high-type asphalt surfaces built to modern designs have about the highest frictional resistance possible.

TAX LEAFLET

A one-page tax leaflet has been distributed by Mt. Lebanon, Pennsylvania, showing a breakdown of the property tax bill to indicate the annual cost to homeowners for services and protection rendered by their city government.

WHAT'S NEW ?

PITTSTON - A bond issue of \$178,000 was passed by City Council. The money is to be used to pay for storage of City-owned vehicles, to erect a City garage, and to purchase new equipment.

PLYMOUTH - Operating revenue comes from various miscellaneous sources such as delinquent property taxes, licenses on pin ball machines, fines, meter collections, and amusement taxes and service pole tax. This money supplements property tax revenue.

KINGSTON - Council awarded a contract for curbs and gutters on North Goodwin Avenue, costing each property owner approximately \$200.

HUGHESTOWN - Council and the buyers still remain deadlocked after eight months over the boro's budget.

EDWARDSVILLE - A \$40,000 bond issue will be floated by Council for a new fire engine, resurfacing, and curb repairs.

NANTICOKE - The new sweeper will cost the City between \$8,500 and \$9,500.

DUPONT - Council signed contracts for street resurfacing.

ASHLEY - Council has passed an ordinance providing for the installation and regulation of parking meters.

WEST PITTSTON - Boro Council voted to borrow \$3,000.

WILKES-BARRE - Amusement tax revenue is not expected to hit the \$100,000 budget estimate since only \$36,402 was collected in the first six months.

PLAINS TOWNSHIP - The commissioners approved a resolution to seek permission from the County court to float a bond issue of \$15,000 to fund the "unfunded" debt.

NEWPORT TOWNSHIP - The commissioners are planning on spending \$11,000 on road improvements.

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VOL. III, NO. 10 WILKES COLLEGE, WILKES-BARRE, PA. OCTOBER 15, 1954

METROPOLITANITIS

Some problems are of metropolitan concern and therefore require common solution. Other problems, however, could be handled by the individual local governments. The federal plan, based on the principle of national and state governments, is a compromise between centralization and decentralization. It is a reconciling device.

A federal plan of government has been put into effect for a part of London. Government in New York City and its boroughs resembles this plan. The federated idea was attempted in Allegheny County in 1928, but the required two-thirds majority vote caused its defeat.

Not yet permissible under Pennsylvania statute, the federated municipality would consist of a government of limited powers allocated to it by the member municipalities in the area. The municipalities would give the federated government jurisdiction over only those problems of regional significance. Since local powers cannot be relinquished to higher levels of government without consent, governing bodies would allocate powers on an optional basis.

Each local unit would pay its share of the cost of joint administration and each unit would retain its own taxing power. The metropolitan government might float revenue bonds to finance self-liquidating projects.

The governing body of the federated municipality would consist of members from each particular municipality chosen by its own governing body, the council, or by popular election. This method of election might be much more palatable to the people of the fringe area than regional elections. By the latter method, either the city or the fringe area would control the metropolitan government, depending on population. One vote to each participating municipality, regardless of size, would be an inducement for the suburban communities to join the federation.

Would the federated municipality save the taxpayers money? Yes, in the sense that the tax dollar would be stretched to do more. For instance, suppose that every municipality on the West Side removed from its budget the sum appropriated for sewage works and pooled its funds into a central body. Could not the one government do more with this lump sum than each municipality separately?

Although there are numerous advantages to this plan, three are most significant. First, the plan preserves the identity of local governments. All present local officials

are retained and only those functions that have outgrown city and borough boundaries are transferred to the federation. Second, the federated municipality gives proper representation to all the participating communities. Third, functions could be added as problems become regional.

If the people of metropolitan areas want the best possible administration, they should be thinking along such lines. Metropolitan services would be more economic and efficient, duplication would be eliminated, and home pride would not be pricked.

LAND-FILL

Officials of several Luzerne County municipalities are again plagued with the problem of dumping. In the Mountain Top area people are advised not to dump garbage anywhere. Presently, officials are looking for a suitable dump. Public resentment against dumping has again built up in Forty Fort. Officials in Nanticoke are considering the land-fill method. Just one year ago this News-letter suggested the land-fill method, recently adopted by Kingston and West Pittston. Again, this News-letter recommends the adoption of the method, but with one added suggestion. It might be wise for the officials of many municipalities to explore the location of several land-fill sites.

The sites could be located in places that would accommodate the maximum population and expenses could be shared. Outlying townships should be brought into the cooperative plan because later "dumping" by cities and boroughs only serves to antagonize the rural element. Garbage disposal today in Luzerne County requires a joint cooperative plan. No community can solve this problem alone. The survey on garbage disposal made by the Pennsylvania Economy League for Lower Bucks County is available for reading.

FIRE INSURANCE

After studies in about 500 municipalities, the National Board of Fire Underwriters undertook to place fire hazards by mathematically assigning certain points of deficiencies. The following items were assigned:

	<u>Points</u>
Water Supply	1,700
Fire Department	1,500
Fire Alarm	550
Police	50
Building Laws	200
Hazards	300
Structural Conditions	700
	<u>5,000</u>

An extremely important and relatively new phase of budgeting is long-range capital improvement budgeting. This type of budget is the bridge between long-range planning and realization of those plans. There is a lot of difference between long-range planning and a positive program for realization of those plans. To be sure, the principal barrier to realization of long-range plans is money, and there is no magic formula whereby a capital budget produces the money. The necessary funds are more apt to be raised, however, in a community possessing a sound long-range capital budget as a program for its plans, than in a community without such a program.

The capital budget identifies all projects which have been seriously proposed by the city government or by citizens or groups of citizens, estimates their costs, classifies them by type, relates them to the city's master plan, arranges them in a proposed order of priority, and identifies the actual or potential moneys for financing them. It is a device which ensures that no project will be undertaken without repeated consideration of the need and priority for that project in relation to other projects. Hasty and ill-advised action, perhaps at the behest of some pressure group, can be avoided. Long-range financial plans can be made for raising of the funds needed for public improvements. In many cases, cities have succeeded in shifting to pay-as-you-go financing for all or many of their capital improvements, with consequent savings in interest costs.

Six years is the period of time commonly spanned by municipal capital improvement budgets. The budget presents a definite program for the first year, with identification of other projects programmed for the second to sixth years inclusive, and perhaps listing additional projects contemplated later. After consideration, revision, and adoption by the Council, the first year's program is completed. A year later, a new budget is developed which reconsiders relative priorities of the various projects, and again proposes a program for the first year and for the second to sixth years inclusive.

Some authorities recommend that the capital budget should be incorporated into a single document with the operating budget, so that the two may receive coordinated consideration by the Council. Under our circumstances, it is probably best to submit the capital budget as soon as possible after the operating budget has been adopted. There is no important disadvantage in such separate submission and consideration as long as the financial planning of the two is carefully coordinated.

One most desirable objective is coordinated fiscal planning for capital improvements by the city, school district, and county so that large fluctuations can be eliminated from the aggregate tax rate. This objective is politically difficult to achieve, however, and will likely be attained, if at all, only after growing intergovernmental cooperation over a long period of time in other areas of activity.

WHAT'S NEW ?

EDWARDSVILLE - Officials have expressed appreciation toward the motorists who have contributed generously to the treasury for passing the red light on the Narrows Road. Parking problems seem to have been solved by the installation of meters.

KINGSTON TOWNSHIP - Groups in the Township feel that something must be done to cut expenses in order to keep within the \$5,000 budgeted for police protection.

KINGSTON - The Burgess has instructed the police to hand out tickets for overnight parking.

WILKES-BARRE - Based on collections for the first four months, income from parking meters and traffic fines will fall about \$20,000 short of budget estimates for 1954.

DUPONT - The Council is studying the possibility of using workers assigned by DPA at the local playgrounds.

ASHLEY - Residents may expect the appointment of a delinquent tax collector because approximately 1,200 adults have not paid personal taxes for the past year.

WEST PITSTON - Borough credit is rated high, as indicated by the fact that the borough's bonds sold for only 2 1/2%.

LUZERNE COUNTY - Officials received \$220,000 from the State treasurer as half of the year's liquid fuel tax refund. Last year the County received \$452,867.05. However, officials are concerned since the amount in tax refunds is far from meeting the \$778,000 spent on roads, especially with the growing costs of land damages connected with the State highway program.

THOUGHTS FOR TODAY

The fellow who continues pulling on the oars does not have much time to rock the boat.

The man who thinks himself a budding genius is often a blooming nuisance.

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VOL. III, NO. 11 WILKES COLLEGE, WILKES-BARRE, PA. NOVEMBER 15, 1954

SUMMARY OF THE PANEL

"What Local Governments Can Do To Aid Industry in the Anthracite Region" was the subject discussed by a panel at the Municipal Officers Meeting at Penn State University on October 1, 1954. Below is a summary.

Suggestions offered by the panel can easily be divided into two groups. In the first group are to be found those aimed at nursing the basic industry--coal. In the second are those proposals that deal with inviting new industry into the region.

Communities in low employment areas might take steps to nurse the basic industry --"King Coal." Local officials can help to reduce the tax load on coal lands by a system of equitable assessments. Moreover, local officials must exercise prudence with the tax money, much of which is provided from coal.

Ordinances banning the use of oil may not necessarily be an asset to the coal industry. Such ordinances are predicated on the idea that the single use of coal is space heating. A revitalized leadership in the coal industry has recognized that new uses must be found for coal. Survival of the coal industry depends on experiment and research into new uses of coal. Oil banning ordinances could prevent the attraction of new industries which utilize oil in their operations. Should such an ordinance exist, a concession will have to be made as an inducement to bring the industry into the area. The result will be embarrassment to both the industry and the local officials, and wonderment on the part of the local populace.

In attracting new industries the following factors are important: floor space available; floor space that could be offered to an incoming industry as a result of new financing; trained labor supply; proximity to markets; services offered by local governments; raw material supply; utilities; community attitudes; taxes.

Obviously, local officials can do little or nothing about some of the considerations mentioned in the preceding paragraph. And, by the same token, if a program aimed at attracting industry is to succeed, local officials must concern themselves with those about which they can do something. For, many times it is not such primary factors as availability of markets, raw material supply, or a trained labor supply, but rather such considerations as local governmental services that determine where new industry locates.

A member of the panel representing an industrial fund established by the Chamber of Commerce stated quite frankly and firmly that local governments should not waive

taxes or lower assessments in attracting industry. Such action is illegal. Moreover, the concession is unfair to industries already established in the community. Only marginal or shoe-string enterprises demand such favoritism. It is unlikely that they will take pride in the community.

A point was made that the state legislatures of Alabama, Kentucky, Mississippi, and Tennessee have passed legislation to permit community financing of new industry. No member of the panel supported similar legislative proposals for Pennsylvania. A suggestion, however, was offered that Pennsylvania might create a state-wide industrial authority through which a depressed area could borrow money to be used for the construction of industrial buildings for new industries. Such a loan would be repaid over a period of years.

The most important part that local government can play in industrial development is to perform well the regular functions of government. Some of the services that industry considers important are: property protection, public schools, hospitals, housing, local transportation, water and electric utilities, recreation, planning and zoning as these would affect land sites. The role of local government in regard to these responsibilities is being overlooked by a more spectacular one--that of subsidizing industry.

One town was told rather bluntly by an industry that located elsewhere that, "There is nothing wrong with your town as an industrial site that good city government might not cure." Few towns realize completely the value of being known as a good town in which to live and work.

A member of the audience suggested that local government does not have the resources to furnish adequate services demanded today. A proposal was offered that if local government would reappraise its assessments and taxation, resources might be found. Unequal distribution of taxes within the anthracite region resulting from unjust and unfair assessments, does make it difficult to provide adequate services efficiently and at low unit cost.

Not to be overlooked as a prerequisite in attracting industry is community attitude. Cooperation with the Chamber of Commerce is essential. Better liaison could be established between the Council and the Chamber so that local officials could prepare for new industries. Local governments do wish to cooperate in offering services to industry, but industrial fund officials forget that budgets are prepared in advance of the expenditures. Perhaps a member of the Council should be placed on the industrial fund committee specifically to keep his Council informed on developments in attracting industry.

It was the consensus of the panel that local governments should not beg for assistance in Harrisburg or Washington. Local officials will be successful in attracting industries if the real role of local government is not obscured--that is, to create a place where people can work and live.

THE PENNSYLVANIA LOCAL GOVERNMENT CONFERENCE

The Pennsylvania Local Government Conference has just passed its six-month milestone. In the beginning, the very existence of the Conference was precarious because its purpose was misrepresented in some quarters and influence was brought to bear against ratification by some of the member organizations. Today we find all six tax-levying state associations legally participating in its work. These groups are:

State Association of Boroughs
League of Cities of the Third Class
County Commissioners Association
Township Commissioners Association
Association of Township Supervisors
State School Directors Association

A constitution was adopted that formally created the Pennsylvania Local Government Conference consisting of three representatives from the above six tax-levying associations to meet periodically to discuss problems and adopt policies in the areas of tax assessment, delinquent tax administration, relationship between local government and the General Assembly, functioning of state agencies in local matters and state road subsidies.

The first subject discussed by the Conference was the 1951 Assessment laws. There being a unanimous support for them, a program to aid in their adoption was approved and as an initial step, a series of newspaper articles were proposed for the purpose of publicizing how the laws were to operate. The articles were prepared and the contents analyzed. It was the consensus that by adoption of these laws, the municipalities will have their financial conditions improved by the equalization of assessments and the recovery of taxable wealth not now accountable. A condensation of these articles will appear in future issues of this News-letter.

BASIC EQUIPMENT

The essential items of equipment for building asphalt surfaces are few in number. They include only some device for application of asphalt and a roller for compaction; for mixed-in-place work there is required in addition some kind of mixing blade.

Rollers have steadily improved over the years. The substitution of gas or diesel for steam has greatly increased the yardage a given unit can cover per day. In addition, transmissions have been greatly improved so that a modern roller can operate practically at full power at all speeds. The purpose of the three-axled roller is to concentrate extra load on the middle axle where a high area is encountered. It provides intensified compression. The purpose of the pneumatic-tire roller is to simulate traffic and to produce, immediately after construction, the surface texture which otherwise might require years of normal traffic to achieve. It is used to obtain a very dense surface, such as required on airfields.

WHAT'S NEW?

NEWPORT TOWNSHIP - The Township's excellent financial condition and credit rating have enabled the commissioners to sell the municipality's \$22,000 bond issue at 2-5/8%.

PLYMOUTH TOWNSHIP - An ordinance adopted by the supervisors prohibits storing, collecting or abandoning junked autos or other vehicles on public or private property in the Township.

SWOYERVILLE - The Council approved a resolution to borrow \$5,000 in anticipation of taxes and liquor license money.

EDWARDSVILLE - The value of the new shopping center along the Narrows Road will be felt for the first time this year by Boro Council. Ten new properties are valued at \$75,908 or \$3,500 in revenue.

DUPONT - Advertising firms which have placed bill boards in the Boro will be required to pay an annual tax on each.

PLYMOUTH - Residents have urged the Council to recommend action to the State or Federal Government in removing stripping banks and voids.

WEST PITSTON - A reminder was given the public by the Council regarding enforcement of the building permit ordinance.

NANTICOKE - Some Street Department personnel are already drawing social security benefits.

EXETER - Council members feel that tax millage presently at 20 mills will remain the same for 1955.

PLAINS - Township residents have urged the commissioners to enact a strip mining ordinance patterned after one used by Old Forge.

PARKING METERS

Lewisburg has parking meters such as any other municipality in Pennsylvania. There is an addition to the meter that is unique. A small metal box is attached to every tenth meter for the violator to place his fine. Where the autoist has overstayed his time allowance, the enforcement officer places an envelope on the windshield of the car instead of a ticket. The violator places the fine, only nominal, into the envelope and drops it into one of the metal boxes. Only if the violator fails to make his deposit is a ticket written out.

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The Luzerne County News-letter

VOL. III, NO. 12 WILKES COLLEGE, WILKES-BARRE, PA. DECEMBER 15, 1954

WINDSOR

William Windsor, Executive Director of the Bureau of Social Security for Public Employees, discussed the changes in the Social Security law at the bi-monthly meeting of local officials. The Act now permits the coverage of employees in positions under an existing retirement system, except police and firemen. To become covered, the employees must vote in a referendum set up under the supervision of the Governor. The Director reminded the officials that a 6% interest is assessed on municipalities for every day that the account is delinquent. Monies ought to be turned in by the 10th of the month.

The rush to get OASI coverage for municipal employees is over, and with approximately 50% of eligible municipal employees covered by contract, the system is now running smoothly. Occasionally money is sent directly by a political subdivision to the Director of Internal Revenue. The federal agency cannot grant coverage to any employee or group of employees. The Director of Internal Revenue will keep the money, however, and sometimes it is difficult to get it back. In order to get coverage for municipal employees, it is necessary that arrangements be made with the Harrisburg bureau. No application for coverage nor payment can be credited unless it is processed by the bureau at Harrisburg. All employment and benefit records, however, are maintained by local Social Security offices.

Mr. Windsor stated that there are 1,343 political subdivisions now providing OASI coverage for some or all of their employees. His department has a staff of 43 auditors who must check the quarterly reports of these subdivisions. For that reason it has been found necessary to require that reports be submitted 10 days after the end of the quarter, instead of 30 days as is the case when remitting directly to the internal revenue department. This gives his bureau only 20 days in which to process the reports and to pay to the federal internal revenue department the amounts due in the aggregate. Mr. Williams stated that all persons in covered positions are covered and that no individual exceptions can be made. Part-time employees continue to be a problem, but the positions of secretary, treasurer, engineer, and solicitor were now covered as a result of a ruling to cover essential or important employees. Other part-time employees are not covered, however. A person with two jobs, both of which are covered, must pay deductions on both salaries. The \$4200 maximum will apply on each. However, he can claim the deduction paid on his combined salary in excess of \$4200 as an income tax credit. Of course, all employees have to be real persons. An engineering firm could not be classified as an employee, for example.

BOORSE V. SPRINGFIELD TOWNSHIPS

A municipality is immune from liability for torts of its employees in the course of performance of a governmental function, unless a right of recovery is expressly granted by statute. A municipality is not liable for a tort committed by a police officer who was not acting within the scope of his authority. In this case, a valuable racing horse was discovered by two policemen to be in a helpless condition--with one leg wedged in a culvert near a public highway. The policemen shot the horse without notifying the owner. The policemen were not acting within the scope of their authority since the horse was trapped on the neighboring township's side of the line and the policemen were outside the geographical limits of their township. If they had been on their own side, they would not be liable because they would be engaged in the exercise of police power in removing a traffic hazard or obstruction on the highway.

RETIREMENT SYSTEMS

The Local Government Commission will undertake a study of municipal pension and retirement systems. Laws will be analyzed and compared with practices of other systems. The study will be the basis for recommendations to the Legislature. This study is most important in view of the recent changes in the Social Security law.

STATE ROAD GRANTS

According to an announcement by the State Highway Department, many municipalities may lose their road grants totaling \$365,761.65. Altogether, 466 boroughs, 20 first-class townships, and 7 third-class cities have failed to apply for funds. Are there any in Luzerne County?

WOTHERSPOON V. SCHERMAN

Ouster of a borough councilman for non-attendance at meetings where no notice of the proceedings was given or an opportunity to defend was afforded, is held to be illegal. Ouster proceedings are penal and the statute must be strictly construed. This was the decision of the Supreme Court of Pennsylvania in spite of the fact that the councilman attended only two regular meetings and no special meetings in 1952, and no regular meetings and three special meetings in 1953. The decision rested on the fact that the ouster was effected without notice to him and without an opportunity being accorded him to explain his absence.

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MASS TRANSIT

There is one thing that cities such as Wilkes-Barre have in common with larger cities like New York, and that is the serious problem caused by the downtown shopping centers. The principal problems are those of parking, traffic, and the inability of the downtown areas to grow any way except upward. Improvement downtown and in the central cities can take only the guise of new buildings on the site of old ones. Streets cannot be widened to transport more traffic, and parking spaces are limited. What can be expected in view of these problems caused by the lack of facilities for the many cars that are pouring into the central city areas?

A number of remedies have been suggested. Central city parking garages ought to be halted because they only channel more traffic into an already congested area. Perhaps each city should build parking facilities on the perimeter of its central district in the slums or marginal areas where real estate values are low. From another quarter comes this advice--the removal of all parking facilities from central city areas, thereby speeding taxicab, bus, and through traffic. It has been stated that existing off-street parking facilities would accommodate visitors unacquainted with perimeter parking facilities.

It may be that in the next five or ten years American cities might have to ban private automobiles in the central city areas. There might not be any room for the many vehicles that will be on our streets by 1960.

Another suggestion that was recently urged at the American Transit Association Convention in Pittsburgh was greater use of mass transportation--the bus, the street-car, the elevated, and the subway--which in the larger cities transport as much as 60% to 80% of the working population. Mass transportation is a necessity today. Without it most cities of great size would wither away; it is truly a city's life blood. Many times in the past, inter-urban railway systems have been whipping boys for civic leaders. Traffic congestion combined with taxes and a consistent public opposition against fare increases have caused headaches to public transportation systems. In some cities a drive is underway to "get back on the trolleys." Such a campaign may not induce riders to use the busses and trolleys unless service is speeded up. This probably will mean drastic changes in traffic regulations to give mass transit vehicles priority. People will use public transit not as a matter of civic duty, but as a matter of convenience and preference. People will ride busses and trolleys only when they find the service preferable to the use of their automobiles.

It should be clear that expense is not a primary factor in deciding between the automobile and public transit. If the citizen is concerned with cost, why does he drive his automobile several miles through the city at considerable cost of fuel and maintenance and then pay to park it when he could ride the bus round trip for reasonably less? The answer is found in convenience and time. The man who pays more to use his car would switch to public transit only if it gave him a good schedule and a fast ride. The cure lies in comprehensive planning with government participation and a flow of investment capital sufficient to provide rapid transit.

WHAT'S NEW ?

ASHLEY - The borough council is planning to purchase an ash spreader to supplement the present equipment.

WILKES-BARRE - City council may legislate a five-day, forty-hour week for all members of the police force except ranking officers.

HANOVER TOWNSHIP - Ten pieces of property were listed in a recent tax sale notice.

WEST PITTSTON - Borough police have been instructed to halt any new construction in the Garden Village if a building permit has not been secured from council.

KINGSTON - The landfill program attracts attention from officials of a number of other communities.

NANTICOKE - Much favorable comment has been heard about the City's new landfill in an abandoned mine stripping.

PITTSTON - Income from parking meters totaled \$23,312.40 for the first ten months. This was more than doubled over last year.

Wilkes College Library

JAN 31 1955

The Luzerne County News-letter

VOL. III, NO. 11 WILKES COLLEGE, WILKES-BARRE, PA. JANUARY 15, 1955

SEWAGE TREATMENT

Sewage may be defined as the liquid waste of a community, and consists of wastes from toilets, baths, sinks and other plumbing fixtures in buildings; some wastes from certain types of manufacturing and industrial plants; and in some communities the runoff from the streets and other surfaces that results from storms or street-flushing operations.

In this State orders are being issued to many cities and towns to require their installing treatment plants to take care of this community waste. If this is necessary, then the questions arises, "What is there in sewage that is objectionable?" or "Why should it be treated?" The answer is fairly obvious in that, first, it is objectionable in appearance, dirty gray water with bits of paper, feces, garbage, decayed fruits, and other useless and discarded materials. Probably more important than its objectionable appearance, though, is the danger it presents as far as public health is concerned. Water is an excellent carrier of typhoid fever, various forms of dysentery, and cholera. If a person with any of these diseases discharged feces or urine into sewage which is untreated and passes into a stream which is the source of a water supply for a downstream town, some unsuspecting and innocent resident of that downstream community may be the victim of one of the diseases mentioned. True, this possibility is fairly remote in most cases, but with adequate treatment it becomes almost non-existent.

Untreated sewage has a detrimental effect on the body of water which receives it, especially if the receiving body is small in comparison to the volume of sewage discharged. The organic material in the sewage decomposes rapidly, especially in warm weather, with the production of disagreeable odors. The solids in the waste may form objectionable deposits on the bed of the stream, "sludge bands" of decomposing solids may build up on the bank of the stream, and grease or soap will rise to the surface and form an unsightly scum. Also, as the organic material decomposes the oxygen in the stream is depleted, and if used up sufficiently, the stream will support little or no aquatic life. If sewage is properly treated, and is not one which contains a large amount of some unusual waste which will hinder treatment, then the foregoing objections will doubtless not occur, or at least, the probability of their taking place will be quite small.

The treatment of most sewage may be carried on in two steps, primary and secondary. In the primary process, the larger solids are removed from the sewage and the more complex compounds are broken up by decomposition. However, in some cases, these processes do not carry out the purification to a point where odors and nuisance will be prevented and secondary treatment will be needed. In the secondary process,

the sewage is oxidized to form stable compounds which will decompose without odors. The degree to which this secondary oxidation is carried is dependent upon local conditions and these are usually taken into account when the engineer designs the plant.

Briefly, the units found in most sewage plants are the following and these may be used in many various combinations: Primary treatment--bar screen, comminutor, grit chamber, Inhoff tank, primary sedimentation, sludge drying; Secondary treatment--dosing tanks, trickling filters, activated sludge, secondary sedimentation.

Chlorination may be an adjunctive feature of either primary or secondary treatment, designed to reduce the content of sewage bacteria in water courses receiving treated effluents. In general it may be assumed that as an average, primary treatment affects about 35 percent of purification, and secondary treatment about 85 percent. These figures are approximate and subject to considerable variation in individual cases, according to local conditions and methods of treatment.

OPERATION AND MAINTENANCE OF SEWER SYSTEMS

To maintain a sewer system properly, the first essential is a master map, together with larger scale sectional maps of the system. These should show direction of flow, exact manhole locations, sewer sizes and slopes, house connections, and location of other utility services with relation to the sewer. The next requirement is a permanent record of maintenance and inspection. This should include dates of inspection, location of maintenance work, conditions found, equipment used, and costs.

Routine inspection of the entire system is most desirable to prevent trouble. Most general inspection practice recommends the following schedule; sewers on flat grades or previously troubled by roots--every three months; sewers with which no difficulty has been experienced--once or twice yearly; main intercepting sewers--one to four times per month; inverted siphons--one to four times per month; storm-water overflows--during and following heavy rains.

The following items should be considered in making a general inspection:

1. Check manholes for gasoline odors or presence of oil slick on sewage surface. If signs are found inspect each upstream manhole until the source is located.
2. Check for unusual odors, such as illuminating gas. Use an explosimeter in some cases.
3. Check manholes for sand, mud, and grit. Their presence may indicate broken or loose sewer joints or sewer pipe.
4. Check manholes for sluggish flow, septic sewage, or accumulations of sewage solids. These may indicate obstructions in the sewer, poor sewer grades, or a need for periodic flushing.

5. Check at manholes for excessively diluted sewage. This may indicate groundwater infiltration or storm-water, roof, or clear-water connections.

6. Check manhole masonry for repairs, particularly above the frost line. Check manhole steps to see if they are sound; check frame mounting on masonry; check seating of manhole covers. The grade of the cover may be raised, if necessary, to stop excessive surface water or earth from entering the sewer system.

The most common causes of sewer clogging are roots, accumulation of grease, and grit. Roots generally enter at faulty joints. Growth usually begins from a single leader root which has penetrated the joint and may continue inside the sewer until the branches from the leader fill the pipe. Grease is usually discharged into the sewer with warm water. As it cools, the grease solidifies and sticks to the sewer walls or develops into a ball around one of the particles carried in the flow. Grit, such as cinders, ashes, sand, or mud may cause clogging, particularly in sewers on flat grades. This may be expected to be a problem on combined sewers where these materials are washed in with the surface drainage; they may also enter sanitary sewers through basement drains, through broken joints in the sewers, or from other sources, such as automobile wash racks.

Flushing will remove minor deposits of material. Lines that are laid on flat grades and get clogged with grit or grease should be flushed frequently, perhaps as often as once every several weeks or every month. On lines with steeper grades it may not be necessary to flush as often, perhaps only yearly. Where odors are present at manholes, flushing should be frequent, particularly during the dry-weather periods.

The simplest method is to insert a fire hose into the sewer to scour out the deposits. This method, however, is not particularly effective and wastes large quantities of water. Another method consists of inflating a light rubber ball such as a beach ball or a volley-ball bladder to fit snugly in the sewer and placing it in a canvas bag or burlap bag with a rope attached. The ball is then placed in the sewer and the rope held until sewage backs up in the manhole. The ball is then allowed to move to the next manhole. When the ball hits an obstruction in the sewer, the pressure forces it against the top of the sewer, causing a jet between the bottom of the sewer and the ball. This washes the deposit out. Where sewage flow is low, it may be necessary to add water to the manhole.

As a development along this line, the Sidy Company of Long Beach, California, is now marketing a sturdy rubber ball, built so that a line can be secured to it for control as it passes through the sewer.

A number of types of equipment are available for removing roots from sewers. Flexible sewer rods and cutters have been popular for the smaller-diameter sewers. These rods are pushed and turned at the surface, and the hazard of having to work in a manhole is thus eliminated.

Another method of root removal consists of adding copper sulphate to the sewer. This should be considered a root-prevention method. It cannot cope with severe obstructions since usually three weeks are needed to kill the roots. It also does not work too well on the larger sewers. For laterals and branch sewers, however, two or three pounds of copper sulphate placed in the manhole above the root growth about once a year will do the work. When flushing or ball cleaning will not clear the sewer, it may be necessary to use a scoop or scraper pulled through the sewer by cable and winch, or a turbine-type cleaning tool.

Most excessive groundwater infiltration results from faulty sewer construction. It has been traced to openings between the manhole frame and cover; ventilation holes and openings for handles on manhole covers, especially if they are located in the gutters; openings between the sewer pipe and manhole brickwork, incorrect plastering of manhole brickwork, frost cracks in the crowns of manholes; poor pipe joints; diversion of natural underground water courses into sewers; improper sealing of plugs placed in the ends of laterals, or in "Y" branches; breaking of joints by dislocation of the bearing surface. One of the most common causes of excessive flow in sanitary sewers is the discharge of roof drains or connection of street-surface water drains to the sewer. These prohibit such practices, together with public education and vigilance on the part of the superintendent of sewers.

The pumping costs are often a major operating expense. An efficient inspection and maintenance program which follows the manufacturer's recommendations will be helpful in holding these costs to a minimum.

Another important part of the pumping station is the wet well. The walls and bottom of the well should be flushed daily to remove solids and grit which have settled out. A one and a half inch hose and nozzle are usually satisfactory. However, it may be in the float tubes; they also should be flushed daily and scraped out whenever necessary. Bar or basket screen at pumping stations should be cleaned at least once daily.

Other maintenance items at pumping stations consist of removing water accumulations daily from the dry well by operating the suction-valve of the sewage pump (if you do not have an automatic sump pump); plus the normal housekeeping measures of keeping the station clean (both internally and externally); all equipment and materials that require protection against moisture and fumes should be painted with the proper type of paint.

It is much easier, and also less expensive, to set up an efficient inspection and maintenance schedule for your sewer system than to cross your fingers and hope you won't have trouble. The crossed-finger system does not prevent trouble--it merely saves it for a time when it is most inconvenient for you to correct it.

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The Luzerne County News-letter

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MAR 3 1955

VOL. IV, NO. 1 WILKES COLLEGE, WILKES-BARRE, PA. FEBRUARY 15, 1955

FRIEL REPORT

Albright & Friel, consulting engineers, have prepared a report showing the feasibility from a practical and economical point of view constructing a sewage treatment plant to serve the following communities: Edwardsville, Exeter, Forty Fort, Hanover Township, Jenkins Township, Kingston, Nanticoke, Pittston, Pittston Township, Plains, Plymouth, Swoyersville, West Pittston, Wilkes-Barre, and Wyoming. The report emphasized that only by means of an authority could a sewage treatment plant or plants be constructed. By adopting one of the three cooperative schemes proposed, \$50,000 to \$94,000 would be saved by the municipalities of Wyoming Valley.

Under Scheme #1 one common plant would be constructed on the sites presently contemplated for the Wilkes-Barre Sewage Treatment Works. The plant would serve the entire valley of 250,000 and would cost \$16,562,058 or \$20.36 per dwelling unit. Under Scheme #1 all the communities, except Jenkins and Plains Townships, would be served by the plant which would also be located at the Wilkes-Barre site. The cost of construction would be \$15,559,125; the cost p.d.u. would be \$19.68.

Under Scheme #2 two treatment works would be operated. One plant, located at the contemplated Wilkes-Barre site, would cost \$12,553,693 or \$21.04 p.d.u. and would serve 190,000. The other plant, already operating at Hanover Township, would serve 60,000 and would cost \$21.96 p.d.u. Scheme #2A is the same as #2 except that it would eliminate service to Jenkins and Plains Townships. The cost of the Wilkes-Barre plant would be reduced to \$11,536,362.

Under #3 four plants would be constructed. Plant 1 would serve the Pittston area at a cost of \$2,780,325 or \$29.36 p.d.u. Plant 2 would serve Wilkes-Barre and vicinity with a cost p.d.u. of \$18.76. Plant 3 would be the present Hanover Township works with the cost p.d.u. estimated at \$23.00. Nanticoke would construct a plant of its own, costing \$19.07 p.d.u. Under Scheme #3A Jenkins Township would not be served by Plant 1 and Plains Township would not be served by Plant 2.

Each community in Wyoming Valley would do well to consider the advantages of a cooperative project over independent plants. Under a cooperative plan, the communities would realize great savings. For example, under the cooperative plan the cost to Exeter Borough would be \$19.68 p.d.u. as compared to \$92.80 p.d.u. if the Borough constructed its own sewage treatment works. The valley-wide authority would cost Forty Fort home owners \$19.68 p.d.u. whereas if Forty Fort built its own plant the cost would be \$23.60. Thus, we can see that each community would save money if any of the schemes were adopted. Under Scheme #1A the annual overall saving for each municipality would be \$93,956; under #2A, the saving would be \$49,472; and, under #3A, it would be \$61,238.

Wilkes College Library

A cooperative project could be advanced only through a municipal authority. Those local officials who have attended the bi-monthly meetings at Wilkes College know full well how an authority would operate. The Friel Report makes it perfectly clear that it would be unwise and uneconomical for communities to construct their own sewage treatment plant. There have been few projects of this sort attempted on such an area-wide basis. It is one of the first opportunities given to Wyoming Valley residents to forget petty jealousies and small town bickerings and to think valley-wise instead of community-wise.

NOTICE

The next meeting of the officials of the 15 municipalities which contracted with Albright & Friel to find a solution to the sewage problem will be held at 8:15 P.M. on Monday, February 28 in the Lecture Hall at Wilkes College.

LOCAL OFFICIALS TO MEET

The next bi-monthly meeting of the Luzerne County Local Government Officials will be held on Thursday, March 10 at 6:30 in the college dining room at Wilkes College. The speaker will be Dr. Willard Hancock, director of the Bureau of Municipal Affairs in Harrisburg, whose topic will be, "Proposed Legislation Concerning Local Governments in the Present Legislation."

Attention is also called to the fact that the Luzerne County Borough Association will hold its election. Very important business will also be presented before the borough association officials. Cards will be mailed in the immediate future.

SOCIAL SECURITY BENEFITS INCREASE

The new Social Security Act raises from \$900 to \$1200 a year the amount an employee between 65 and 72 may earn and still continue to collect benefits, and lowers from 75 to 72 the age at which benefits are available regardless of the amount of earnings. The new Act also makes substantial increases in survivors and retirement benefits. The table below gives the benefits on an average monthly wage of \$300.

	Old Law	Increase	New Law
Retired worker	\$ 85.00	\$13.50	\$ 98.50
Retired Couple	127.50	20.30	147.80
Widow & 1 Child	127.60	20.20	147.80
Widow & 2 Children	168.90	28.20	197.10
Widow & 3 Children	168.90	31.10	200.00

WHAT'S NEW?

PLYMOUTH - The total assessed valuation of all coal lands, tracts, property, and equipment in the borough is less than 10% of the property valuation or \$446,497 of a total of \$5,403,309.

MANITOCHE - The city street department announced that the new city dump is not open to anyone on nights when the bulldozer is not in operation.

LARKSVILLE - The borough's property valuation is down to \$4,370,320 or about half what it was 30 years ago. Reduction in the triennial assessment may be a sizable amount.

WILKES-BARRE - City officials maintain that the overhead traffic lights are safer than the pedestal type which stand on the 4 corners of an intersection. Special permission must be obtained from the state to install such lights.

DUPONT - The council expects to pay off the \$2,000 bond issue by spring.

LUZERNE COUNTY - The county treasurer is receipt of a check from the state department of revenue for \$265,000 representing the second half refund of part of the state's gasoline tax.

FORTY FORT - Council is thinking seriously of increasing the tax rate which is now 17 mills.

EXETER - Bills are all paid at the same time that the mileage was reduced by 2 mills.

THOUGHTS FOR TODAY

Most poor folks can resist temptations better than the rich, because the poor are usually broke.

The way people spend their money is an index of the way they are spending their lives.

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WHAT DO YOU MEAN - BEDROOM COMMUNITY?

Wide-eyed visionaries on the other hand and hard-boiled big-city politicians on the other, are constantly referring to suburban municipalities as "bedroom communities." The open inference, of course, is that all people do there is sleep and that, therefore, they ought to be made a part of the cities, which apparently are wide-awake all the time.

This slap-happy approach is intriguing. Let us move to examine its truth or falsity. Let's look at the record.

Take a family of 5 which lives in an outlying community. Just how much time do they spend in the great big city? Each person has 168 hours a week to spend. Five times that number is 840 hours per week at the disposal of the family. How much of that time does the city get provided the man works there?

We can allow him 9 hours for 5 days a week. This figure is too high if you include vacations, but let's be generous. The result is 45 hours. Let's assume that the lady of the house goes to town twice a month to shop and spends 4 hours on each trip. There is another 2 hours a week, making 49 in all. The 3 kids probably don't spend a total of 1 hour a week there. But let's assume they do, so we have 50 hours out of 840. That's 6% of the total time which is devoted to the city, leaving 94% spent at home.

The ridiculousness of the term "bedroom community" could not be illustrated better.

The Luzerne County News-letter

MAR 21 1955

VOL. IV, NO. 3 WILKES COLLEGE, WILKES-BARRE, PA. MARCH 15, 1955

TWO-WAY RADIO

Representatives of seven West Side communities--Kingston, Forty Fort, Courtdale, Pringle, Swoyersville, Edwardsville, and Luzerne--are making plans to apply to the federal government for funds for a two-way mobile radio system. This is an example of the joint endeavors in which valley communities ought to join. This News-letter has always advocated cooperation among communities to make for efficiency and to stretch the tax dollar. It is clear that cooperative schemes are the only solutions to the problems of shrinking revenues and lower assessments. And now if the area communities can jointly purchase a two-way radio system and also ban together for fire protection as they did some time ago, it ought to be a simple matter to solve the sewage problem on the same cooperative basis by means of an authority set up jointly by the communities in the valley.

Another joint endeavor into which communities might enter could very well be a solution to the refuse problem. Before long Kingston's landfill and that of several other communities will be over-extended. It would be wise for communities to ban together and on a cooperative basis with several second class townships set up several landfill sites that could be used 5 or 15 years from now. Of course, if the Luzerne County Commissioners should create a planning commission, a county survey of refuse collection and disposal problems could very well be made. It is for this reason and many other reasons that a county planning commission ought to be set up by the county. Planning as one of the modern techniques of community development will be discussed in a later issue of the News-letter.

ALLOCATION OF STATE FUNDS

Luzerne County municipalities have a total of \$81,816.62 that can be spent under the highway grants. Many of the municipalities did not spend any of the state funds available in 1954. Under Act 340 which appropriates \$18,000,000 each year to local levels of government for highway purposes, municipalities may carry over unspent amounts. Although the amounts to be matched in 1955 may appear to be small when accumulated over a three year period, it is possible for a municipality to undertake a rather extensive project. For instance, Exeter has \$1,457.23 carried over from other years. It also has \$832.69, the amount to be matched in 1955. The total amount available to Exeter is \$2,289.92.

There is attached to this News-letter a table of the amounts available to the communities in 1955, the unspent amounts carried over from other years and also the total matching funds available for 1955. It would be well for Luzerne County municipalities to consider using these funds before they lapse.

PROPOSED LEGISLATION FOR BOROUGHES

The State Association of Boroughs adopted a number of resolutions at the 1954 convention which it hopes will be passed in the present legislature. Local officials of boroughs might examine the following bills: a bill to raise the amount of the borough levy on real estate from 15 to 20 mills; opposition to House bill #222 which provides that the electorate of the whole township of the second class should approve all annexations from townships to boroughs and cities; a proposed bill to permit integration between local retirement systems and federal Social Security; a bill favoring the control by boroughs themselves of traffic signals in boroughs off state highways.

The Association opposes any legislation for a change in the fiscal year. The Association favors the repeal of the law exempting machinery from assessment from local government tax purposes beginning in 1956. A bill is favored legalizing silent policemen. The Association opposes House bill #173 providing for mandatory police retirement systems. The Association opposed legislation allowing burgesses the power to appoint and dismiss borough police. The Association supports the renewal of the act providing for \$2,600,000 to municipalities for sewage treatment.

PENNSYLVANIA METROPOLITAN BILL

The increase in size and number of fringe communities and the growing demands of citizens for adequate and economical municipal services have been singled out as the underlying causes of metropolitan confusion in Pennsylvania. The attempts of the multiplicity of governments in metropolitan areas to provide municipal services result in governmental confusion because of limited municipal authority and other legal restrictions and in citizen confusion in their efforts to control the patchwork of governmental units created to serve them.

A plan embodied in Senate Bill 271 introduced in the 1949 session by Senator George B. Stevenson, Chairman of the Senate Local Government Committee, was a way out of this confusion for governments and citizens alike. After passage in the Senate by a 47 to three vote, it was sent to the House of Representatives during the last two days of the session and was lost in the shuffle of activity that is always characteristic of the closing of any legislative session although there was no opposition indicated in the House. The Metropolitan Bill was not revived during the legislative sessions of 1951 and 1953 largely because there was no organized effort to arouse interest in the bill. It is the hope of many people in local government that the bill will be enacted since the problems of government in metropolitan areas are more complex and numerous than ever before.

In general, the Metropolitan Bill authorizes the voluntary creation of metropolitan districts by cities of the third class, boroughs, and townships as municipal corporations to carry on jointly governmental functions which the participating governmental units would voluntarily give to the metropolitan district to perform. The

legislation provides that the governing body of such a metropolitan district should be composed of one representative from each of the member municipalities and this governing body should be called a metropolitan commission. It provides that this metropolitan commission could not levy taxes or revenues except through the rendering of its services or facilities and that it would not be allowed to exercise any governmental functions except those specifically designated to it by the participating municipalities. The governing body of each participating municipality would elect one representative to the commission, designate by ordinance which of its governmental functions that metropolitan commission would take over, approve the annual proposed budget of the metropolitan district, and assume a proportionate share of the expenses.

Such a bill would strengthen home rule because it would make it possible to provide modern, efficient local government at the local level. Making local government more efficient is the only sure means of curbing state expansion in areas of local concern. Local officials are urged to become thoroughly acquainted with the Pennsylvania Metropolitan Bill. Interested local officials ought to request copies of such a bill from their local legislators.

HEALTH FUNCTION

To date, the following boroughs have voluntarily surrendered their health duties to the state Department of Health because they felt that a more economical and efficient job could be done in this field by the state health authorities than by local officials: Conyngham, Laurel Run, White Haven, Dallas, Avoca, Yatesville, West Wyoming, Hughestown, Nuangola, Exeter. If any community is contemplating such action this department has a model resolution that councils can use. Copies are available upon request.

INSURANCE COSTS REDUCED BY COMPETITIVE BIDDING

An experiment in Park Forest, Illinois (population 8138) last year indicates that insurance can be purchased on a competitive bid basis at considerable savings. The municipality combined as many types of policies as practicable into a single "package" and requested bids from 14 insurance companies and agencies. A 37% reduction in premiums for workmen's compensation and general liability insurance resulted. Savings from other types of policies included in the package could not be determined since coverage was broadened in some cases, while peculiar circumstances made necessary the continuance of automobile comprehensive and liability insurance with the same company for a short period of time. Because of the success of the initial venture, Park Forest expects to repeat the system this year with further refinements in procedure and bid forms.

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WHAT'S NEW?

LARKSVILLE - The 1955 tentative budget of Larksville borough retains a levy of 19 1/2 mills. The major headache of Larksville officials is debt service because of a \$200,000 bond issue floated some years ago. This debt service takes more than 3 mills of the taxation.

EDWARDSVILLE - The budget for 1955 amounts to \$71,275, retaining a tax levy of 17 mills, the same as last year.

ASHLEY - Ashley Borough's tax valuation has been reduced \$65,000, meaning a tax loss of \$1,170 annually for the municipality. The budget provides for a 18 mill tax levy and \$5 per capita tax.

HANOVER TOWNSHIP - Other communities in the valley lacking adequate garbage disposal facilities are welcome to use Hanover Township's dumping tract. Fees will be charged for the dumping in order to defray the expenses of maintaining watch on the grounds. The Commissioners raised the municipal tax rate this year from 10 1/2 mills to 11 mills.

COURTDALE - The town solons instructed the Chief of Police to check illegal dumping at the borough's dump. People from other communities who have been using the dump facilities of Courtdale were reminded that they will be subject to arrest and fined \$100 if they continue to use the Courtdale dump.

NEWPORT TOWNSHIP - It might be possible for the commissioners to reduce the mileage in the township by 1/2 mill because collections on 1954 taxes will be almost 100% of the total estimated. Curtailment of a few thousand dollars expenses resulted in a cash balance.

NANTICOKE - City officials report that the municipality's ash collection program has been instituted. The ash collection program will augment the garbage collection system that was initiated a decade ago.

WEST PITSTON - The new borough budget lists expenses of \$86,132 calling for an 18.5 tax levy, an increase of a mill over last year.

FORTY FORT - Borough taxes will be raised 1 1/4 mills this year, from 17 to 18 1/2 mills. The raise in the tax levy is to provide approximately \$8,000 toward the cost of repairs to a sewer line near Forty Fort Cemetery.

WILKES-BARRE - The city's nickel-fed parking meters were in operation 5,053 hours more in 1954 than in 1953 producing a total revenue of \$125,942.80.

PLYMOUTH - The tentative budget provided by Council for 1955 eliminated the 1.8 mills increase raised last year and restores the whole rate of 17 mills. The amusement tax is also cut.

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APP 25

VOL. IV, NO. IV WILKES COLLEGE, WILKES-BARRE, PA. APRIL 15, 1955

PROPERTY DAMAGE A COSTLY HIGHWAY ITEM

"Property Damage" a phrase that doesn't mean much to the average highway user is one of the most costly items in the Pennsylvania Highway Department's program of rebuilding and modernizing the State's 41,000-mile road system. Property damage, which is the money paid to owners for the use of land upon which to build a new road or to relocate an old, cost the State \$12,922,416 last fiscal year 1953-1954. At the rate of expenditure for the first 7 months of fiscal year 1954-1955 in which claims of \$9,266,718 have already been settled, total expenditures will total in the neighborhood of \$15,000,000.

Under the Constitution, the State is not required to buy land for a new right-of-way. It is empowered to secure perpetual easement on the property. While the property owner is fully advised of his rights to file a damage claim, he is likewise advised that he must speak up within six years from the exact date the Governor's signature was put on the bulky bundle of documents which authorized the job. Then begins negotiations between the property owner and the State Highway Department. In certain cases the owner files a claim even before a bulldozer starts moving dirt. Others, and they are in the majority, wait until work has progressed far enough to make a reasonable claim. When he does finally approach the Highway Department, he finds the right-of-way expert knows more about his property, its values, and replacement costs, then he actually does himself.

In the records of the Department, there is a standard price for everything, and the Department's settlements must be on the basis of market values. Right-of-way experts are not infallible and where negotiations fail to settle damage according to the book, the Secretary of Highways appoints an appraiser whose technical standing in the community is recognized by real estate boards and by the courts. He makes careful examination of the "damage" and at this juncture the Highway Department gets down to cases with the property owner. A fair offer is made. The owner accepts or rejects. If the latter, he can go to court, but in recent years, property owners apparently realize that no matter what he gets it will eventually come out of his own pocket. Incidentally, 94% of all claims settled are on a negotiated rather than a court decided basis.

In the last four years 17,720 claims were settled with claimants receiving \$53,306,210.04. More than 11,000 of these were for amounts less than \$1,000, with more than half of these under \$250. In the expansion of the highway system in urban areas, however, damage claims become rather expensive, and several involving relocation of entire plants have cost upwards of a million. The smallest settlement on

record was for approximately \$2. The largest claim for \$6,250,000 made by a cemetery company, was settled for about \$100,000. Pending for settlement as of January 1, 1955 are 8,132 claims. In addition the Department is ready to close 1,002 for \$3,439,309. The greatest number of pending claims is in District 8 (Harrisburg) which has 1,449. This district also has the greatest number of construction projects (203) under way.

HARTFORD TESTS REFUSE BAG

City officials at Hartford, Connecticut, are testing a new method of collecting garbage that may reduce by as much as one-third the number of collectors, as well as end the clatter of garbage cans.

The technique makes use of a new type high-strength paper liner for garbage cans. The bag, which will not decompose even when thoroughly soaked, eliminates the need for the collector to haul the garbage can to the truck.

Use of the paper liner, which has been tested for four weeks by the city, has permitted the reduction of test garbage collection crews from twenty-nine to twenty men. Engineers running a time study on garbage collectors have found that 12 bags can be handled in 13 seconds as compared to an average of 13 seconds for each garbage can without a liner.

The bags are said to reduce spillage, a problem with conventional garbage collections. An 8-inch collar permits the bags to be tightly closed.

One of the big questions is whether the bags, which now cost six cents each, can be reduced in price sufficiently to bring the cost of the new method in line with the old.

The city has not yet made a decision to adopt the plan, but if it does, city refuse collectors who lose their jobs would be absorbed into other city departments where personnel shortages exist.

ADVERTISEMENTS ON PARKING METERS?

May a municipality place ads on its parking meters? According to the Philadelphia Common Pleas Court the answer is NO! In the case of Chestnut Hill and Mt. Airy Businessmen's Association vs. City of Philadelphia, the Court declared invalid a Philadelphia ordinance permitting the installation of advertisements on parking meters located along the streets. The Court held the ordinance to be "a diversion of the public highway of the City to a private use." It further ruled that "neither the State of Pennsylvania nor the City of Philadelphia... may grant a franchise to a private corporation permitting it to make a private use of the sidewalks of the public highways where the ownership of the fee in the sidewalks is in the abutting owners who have not consented to such use of the sidewalks and have received no compensation therefor."

NEIGHBORLY COOPERATION

In a move aimed at correlating the health activities of Wilkes-Barre and surrounding communities, the city's Board of Health has invited neighboring boroughs and townships to use its local facilities. The city together with neighboring municipalities will also initiate a program to include training of personnel and discussion of common health problems. Bowden Northrup, Wilkes-Barre councilman, announced at the last local government officials meeting that more information will be sent to neighboring municipalities on the city's move.

FRIEL REPORT

A quick summary of estimated costs for construction of sewage treatment plants shows:

For Edwardsville under Scheme 1A the annual cost per dwelling unit is \$19.68. If Edwardsville operated an independent project the annual cost p.d.u. would be \$21.08. The total annual revenue required if Kingston and Edwardsville set up an independent project would be \$159,750. Under Scheme 1A the revenue required would be \$124,535.

For Plymouth the annual cost per dwelling unit would be \$19.68 under Scheme 1A, with the total revenue required, \$60,910. If Plymouth constructed an independent plant the cost per dwelling unit would be \$30.46; the total revenue required, \$94,273.

Isn't it clear that some kind of joint project must be established in order to reduce costs per dwelling unit and also to realize a saving in annual revenue required to operate an independent project?

MORE ABOUT HOUSING CODES

What types of standards are set by a housing code that through their enforcement will aid in the improvement and conservation of residential areas? They are standards requiring the installation and continued maintenance of satisfactory water, heating, lighting, and plumbing facilities; the limiting of room and dwelling occupancy to prevent over-crowding; the maintenance of dwellings in structurally safe condition, and the up-keep of dwellings and premises in a clean and sanitary manner. Interested local officials can find more complete information about housing codes in the following publications: 1) Local Development and Enforcement of Housing Codes, available for 40¢ a copy from the Superintendent of Documents, Government Printing Office, Washington 25; 2) A Proposed Housing Ordinance, published by the American Public Health Association, 1790 Broadway, New York 19, at 50¢ a copy; and 3) The Housing Code of the City of Pittsburgh. Municipalities wishing to secure an objective measurement of their housing conditions may request the assistance of the Pittsburgh Housing Association, Suite 306, 200 Ross Street, Pittsburgh 19. The Association has been officially granted the right to make use of the nationally accepted techniques contained in the American Public Health Association's Appraisal Method for Measuring the Quality of Housing.

DINNER

The third annual dinner of the Luzerne County Local Government Officials will be held on Tuesday, May 10, 1955 at the Wilkes College Dining Hall. A list of prominent guests have been invited. The speaker for the occasion will be Dr. Berwyn Mattison, Pennsylvania's new Secretary of Health. The dinner will also honor those local officials who have faithfully served their municipalities over a period of years. Remember, too, that this is a coed affair. Wives are invited.

WOTHERSPOON VS. SCHERMAN

Ouster of a borough councilman for non-attendance at meetings, where no notice of the proceedings was given or an opportunity to defend was afforded, is held to be illegal. Ouster proceedings are penal and the statute must be strictly construed. This was the decision of the Supreme Court of Pennsylvania in spite of the fact that the solon attended only 2 regular meetings and no special meetings in 1952 and no regular meetings and 3 special meetings in 1953. The decision rested on the fact that the ouster was affected without notice to him and without an opportunity being accorded him to explain his absence.

THOUGHTS FOR THE DAY

Most of us know how to say nothing; few of us know when.

The one thing more frequently opened by mistake than the mouth is the pocketbook.

PUBLICATION

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MAY 19 1955

The Luzerne County News-letter

VOL. IV, NO. 4 WILKES COLLEGE, WILKES-BARRE, PA. APRIL 15, 1955

REDEVELOPMENT

To date, redevelopment has not had much impact at the borough or township level. It may, accordingly, come as a surprise to learn that numerous communities in all parts of the country are currently actively engaged in different phases of redevelopment. For a program that dates only from mid-1949 the record represents considerable progress.

In our own Commonwealth of Pennsylvania, many localities are currently participating in redevelopment activities. Fifteen projects have been carried to the final planning stage in 9 different localities, including Beaver Falls, Clairton, Harrisburg, McKees Rocks and York, as well as Pittsburgh and Philadelphia. Other Pennsylvania communities will shortly begin detailed work on additional projects. Wilkes-Barre is considering such a program.

The purpose of this extensive activity is to accomplish something that prior to 1949 was almost impossible---the elimination and improvement of the substandard and blighted areas that mar so many of our cities and even some of our boroughs and townships. Such "problem" areas may consist of shantytowns, spottily developed premature subdivisions, blighted sections of heavy population concentration in severely substandard structures, inefficient conglomerations of outmoded commercial and industrial facilities, down-at-the-heel old residential sections, areas of heavy tax delinquency, sections with deteriorated or poorly planned utilities. Such problem areas constitute very costly community liabilities. But until recently, there was little the community could do in the face of this threat. Both the necessary financial resources and the legislative authority were lacking. The Federal redevelopment program and the companion State measures altered this situation, first, by providing a workable method for private and public enterprise to join hands in achieving a worthwhile community objective and, second, by providing extensive financial assistance to help foot the bill.

The kick-off for all the numerous local redevelopment programs was the United States Housing Act of 1949. This act recognized that the poor environment and the substandard housing and economic inefficiency of blighted areas represent real threats to the health and welfare of both the individual community and the entire country. Title I of the Act accordingly authorized the Federal government to cooperate with localities in undertaking operations designed to eliminate such areas. An earlier State law, the Pennsylvania Urban Redevelopment Law of 1945, provided for establishment of special authorities to cope with the problem of eliminating blighted areas. A later State measure, the Housing and Redevelopment Assistance Law of 1949, provided State financial assistance for the same purpose.

Certainly, the chief obstacle to effective improvement of blighted areas, prior to enactment of the measures mentioned above, was the cost, which, in terms of both municipal and private budgets, was prohibitive. Obviously, it costs money to acquire land in a blighted area. It costs money to purchase the buildings, even if they are on the verge of collapse. It costs money to demolish buildings that have no further economic usefulness, and to install the utilities and improvements which are needed to permit desirable new construction. The cost of eliminating a blighted area, in other words, is considerable, so considerable, in fact, that the land, when cleared of substandard buildings and equipped with necessary improvements, must carry a prohibitive price tag. Private agencies simply cannot afford to pay such prices and break even in their new building operations. And municipalities cannot afford the financial loss of placing a cut-rate price on the land---a price that reflects more accurately the real value of the formerly blighted land for a new and desirable use.

The Federal and State redevelopment laws help cut through this dilemma by supplying funds to absorb most of the financial loss involved in redevelopment. While Federal grant funds must be matched on the basis of one local dollar for every two Federal dollars, the availability of State subsidy funds, which can be and are counted as "local" dollars, means that Pennsylvania communities can undertake redevelopment operation with very little municipal outlay and substantial municipal benefits.

The methods and procedures for redevelopment in this Commonwealth are fixed by the Pennsylvania Urban Redevelopment Law of 1945. This act permits establishment of a redevelopment authority in any of the State's cities and counties.

The basic steps in undertaking a redevelopment program are few and simple. First of all, the "problem" areas, the areas that might profit from redevelopment, must be identified and tagged, at least in a preliminary way.

Second, the different "problem" areas must be scheduled for attention on the basis of the relative urgency of the situation in each.

Third, the one or more areas selected for initial attention must be studied in detail to determine which buildings should go and which remain and to determine the most desirable uses that can be made of the cleared land---in terms of the welfare and best interests of the entire community.

Fourth, a detailed plan and schedule must be prepared to guide acquisition of property, demolition of structures, installation of utilities and to control the general type, form and placement of new construction.

Fifth, the land, when once acquired, cleared and improved, is made available at a reasonable price to private or public interests for re-use in accordance with the overall redevelopment plan.

That is redevelopment in five easy steps. The time involved may be considerable, the work involved will be extensive, but basically redevelopment is a fairly simple scheme for public and private enterprise to cooperate in replacing a community liability with a community asset.

Several other points are important. First of all, any local redevelopment undertaking must, in the words of the Federal Act, provide "Maximum opportunity for the redevelopment of project areas by private enterprise." The redevelopment authority assembles, clears and improves blighted land. It does not itself rebuild the land, and the law requires that, as far as possible, such rebuilding be accomplished by private enterprise.

Second, redevelopment is not low-rent housing; the two programs are distinct and independent. Some low-rent housing may and often is required in connection with clearance of a blighted area. But low-rent housing is just one of the various re-uses that may find a place on formerly blighted land. A redevelopment area may be re-used for industry, for stores, for parks, for parking lots, for rental accommodations, for a civic center---in other words, for any of the entire range of public and private uses.

Third, any redevelopment operation must be properly related to existing and proposed development of both the immediate and the intermediate surroundings. Specific redevelopment projects must form a logical and desirable addition to the entire redevelopment area and to the entire community. Each specific project must harmonize with an overall scheme.

Fourth, no redevelopment authority or any other agency can just tear down people's homes around them. If a borough or township and a county redevelopment authority cooperatively undertake a redevelopment operation, they have an obligation, legal as well as moral, to help provide housing for families inevitably forced to move to permit a desirable community improvement, in the form of redevelopment, to take place.

And finally, redevelopment in a township or borough has to be a cooperative undertaking in which the county authority and the township or borough are partners. The law specifically provides that the redevelopment proposals must, at various stages, be submitted to and approved by the municipality. No county redevelopment authority has the power, even if it was so misguided as to have the inclination, to force a township or borough to accept a redevelopment scheme. The law requires, and good sense dictates, a cooperative working relationship.

SHOPPING CENTERS AND THEIR ASSESSMENT (1st of a Series)

A shopping center is a central point for buying family needs. The principal shopping centers in our American way of life are the downtown retail districts where the large department stores are located. Thirty years ago over half of our total retail business was conducted in these districts. Today, in some cities, this has dropped to less than a quarter of the total.

The "Shop and Park" center is the outgrowth of the supermarket which had its beginnings as a result of the depression of the 30's. Back in those hectic days merchants sought ways to reduce costs to cope with falling sales and smaller

profits. They cut down on help; they eliminated credit; they stopped delivery service. Self-service was started and was an immediate success. The housewife appreciated the lower prices made possible by cuts in overhead, and she enjoyed selecting her own merchandise. More space was needed to display this merchandise, and this required greater sales area and larger stores. Since delivery was eliminated, space had to be provided for customer parking. And so the supermarket came into being.

Shopping centers may be classified into three categories according to population: (1) super or regional; (2) average; (3) junior. A super "Park and Shop" center requires a population of at least 100,000. It should have an area of at least 50 acres. The major unit is a department store, preferably a branch of a popular downtown store. An average center requires a population of 50,000. Its main unit is a junior department store or several chain variety stores. A junior center requires a population of at least 10,000 and its main unit is a supermarket.

Successful centers are found close to junctions of main highways that are cross-currents of frequent travel and where there is some type of public transportation. Shopping centers should be at least three miles apart. A new center built too close to a competitive center usually ruins the old one and seriously hurts the new one. They should be on land with good drainage so that shoppers will not get stuck in the mud.

Adequate parking facilities are absolutely necessary. There must be at least three times as much parking space as selling space.

Those shopping centers that are not successful can place the blame on poor location, poorly designed and unattractive shops, lack of public transportation, unpopular and inadequate merchandisers, and lack of adequate parking facilities. Over-built centers will become Wayside Ghosts.

Assessing a "Park and Shop" center is a real challenge. In order to arrive at a fair assessment for a "Park and Shop" center, the assessor should determine the building construction costs and the kind of materials used. Some materials have a greater permanency than others and therefore the life of the building will be longer. Construction should be checked. Some centers are merely promotion schemes and are "jerry" built with "ersatz" materials to hold the cost of construction down.

THOUGHTS FOR THE DAY

No one agreeably occupied was ever wholly unhappy.

Some folks' idea of a good time is going places and undoing things.

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VOL. IV, NO. 6 WILKES COLLEGE, WILKES-BARRE, PA. JUNE 15, 1955

RIVER POLLUTION

At the third annual dinner of the Luzerne County Local Government Officials, State Secretary of Health, Dr. Berwyn Mattison, stated that one of the principal services a community must offer to attract new industries is adequate disposal of sewage and industrial wastes. Dr. Mattison said that fifteen municipalities on the east and west side of the Susquehanna River are the only municipalities which dump raw sewage, and in one case partially treated sewage, into the River along its course. The clean streams program is not just a matter of community pride, but a public health measure and a program of economic rehabilitation. A sewage disposal plant, if properly designed, can serve the community and industry and obviate the necessity for a tremendous expenditure of money by industries for their own individual waste treatment systems.

Dr. Mattison declared his intention, "as long as I have anything to do with its administration," to see that there will be "no relaxation of effort in this vital field of public health. The State Health Department will help wherever possible, but if progress lags, the Department will not forget its responsibility to protect public health. It is, however, the intent of the Sanitary Water Board that the program be vigorously pursued."

SHOPPING CENTERS AND THEIR ASSESSMENT (2nd of a Series)

The assessor may come across the following problem: A builder purchases a tract of land at the eastern end of the city and a similar tract at the western end of the city. He erects the same type center on each site. The one is successful and tenants compete for the shops. They offer premium rents. The other requires inducements to secure tenants, and some of the stores cannot be rented. On the basis of his leases, the builder arranges his permanent financing and secures a mortgage of \$2 million on the first. On the second he cannot get a commitment for more than one-half million dollars. Construction and land costs were the same for each. Should the assessor place similar valuations on these properties?

The assessor should have financial information on the project. He should have information on the construction loan as well as on the permanent mortgage. Insurance companies and savings banks are the usual sources of mortgage money for this type of realty. Their primary consideration in evaluating these properties is income. In many

cases, leases are assigned to the mortgagee to further secure the mortgage. A copy of the appraisal report which was the basis of permanent financing would be helpful to the assessor. The following stock clause will probably be a part of that report: "More reliance has been placed by the appraiser on the capitalization of the stabilized income of the property than on a cost estimate due to the fact that it is difficult to estimate the improved value of this land. The community is so new that the value of commercial land is not yet established."

The assessor should inspect the leases, if possible, and know their terms. He should note the terms, including percentage clauses on his records. These should be followed by obtaining certified statements concerning the amount paid each year on these percentages.

In some places buildings of this type are assessed on a square-foot basis; in others, on cubical contents. Since the rentals in these centers are based on the area of the building, it appears that it is proper to value these buildings on their area. As far as merchandising is concerned, it is immaterial if a store is twelve feet high or sixteen feet high, so why penalize the taxpayer for extra height? However, since a supermarket requires an unusually high ceiling, it should be assessed on a cubic foot basis. It is not an average store. The builder should furnish the assessor with the plans so that he can determine the area or cubage, which should then be checked with the actual construction when completed.

In establishing the land value, the assessor should have information on the sales price of the land, or if the land had been owned by the builder for a number of years, he should know what it would have brought in the open market at the time of its development. The assessor should have the answers to the following questions: Was the land above grade? What did it cost to grade it? If the land was below grade, what did it cost to fill? If it was below grade, what was the cost to install piling or whatever local building codes require in such cases? Also, the cost of paving the parking area should be ascertained. It is likewise important to know if there had been any previous zoning classification of the land.

Most of these "Park and Shop" centers are on the outskirts of the city. Assuming the assessor has a value of \$20 per front foot on residential land in a given suburban community, isn't he justified in setting a value of \$1 per square foot on the land of the shopping center?

The "Park and Shop" center on which a \$2-million mortgage could be secured on a property which cost only \$1.1 million creates a problem for the assessor. He cannot place a higher valuation on the buildings than on their reproduction cost. Therefore, the increase must be reflected in the land.

The assessor is familiar with trends and sales in his assessing district. He should not hesitate to express his opinion if he is convinced that a proposed "Park and Shop" center is being promoted for a windfall or to mortgage out and then move elsewhere rather than to fill the needs of the community. On the other hand, if he is convinced of the soundness of the development, he should encourage the establishment of a center

proportionate in size to the neighborhood it will serve, remembering that a successful shopping center is primarily a merchandising promotion and secondarily a realty venture. If that basic idea is kept in mind, a center will invariably develop into a highly successful real estate investment and be an excellent source of added revenue to the community when given a proper valuation by the assessor.

MOVE PEOPLE, NOT VEHICLES (1st of a Series)

When you see a traffic mess in your community, it is only natural to ask, "What can we do to move all these vehicles faster?" Many communities have tried to answer this question --and failed. They have widened streets and built new thoroughfares, only to see these expensive "improvements" overrun by the additional cars they attract. Traffic experts warn us against trying to answer the wrong question. Don't start by asking how to move more and more vehicles. Ask, instead, how to move more and more people and goods.

Vehicles are only a means to that all-important end. Ask how many people the streets have to carry--people on their way to work, to shop, to play. Ask how many tons of goods the streets must carry--goods being delivered to industries, to stores, to homes. This total volume of people and goods simply has to circulate readily through streets, or the city will decline.

No city can afford to build all the highways which the individual car owners would like to have to permit them to go from their homes to their places of business.

To the extent that traffic congestion discourages many people from entering the downtown areas of our cities, the values of these areas decrease and business suffers. The development of outlying shopping centers does not entirely offset the center-city losses. Many of these outlying developments quickly become so congested that they, too, lose much of their convenience.

Because of inadequate transportation, real estate values decrease and the tax load must be reallocated to other areas of the city--a load that property owners in less prosperous districts must bear and are less able to bear than those in busy districts where volume is enjoyed. Many cities have recorded reductions of 30% or more in ten years.

NO MOTOR DEATHS

Twelve communities in Luzerne County have won places on the honor roll of the National Traffic Safety Council for going through 1954 without a single traffic fatality.

Plymouth leads in this area, having gone through five years without a fatal traffic mishap. Other local communities not having a traffic death through last year are: Kingston, Nanticoke, Ashley, Edwardsville, Exeter Borough, Exeter Township, Forty Fort, Freeland, Newport Township, West Hazleton, and West Pittston.

WHAT'S NEW?

NANTICOKE - Motorists have asked the city fathers for an amber signal at Main and Market Streets.

EXETER - The burgess has stated that dumping along the River must end.

LARKSVILLE - The assessed valuation has been slashed to \$4,370,863, depriving council of \$4,500 in anticipated revenue.

EDWARDSVILLE - The assessed valuation of the boro has increased a net of \$29,211 over last year, not equal to 1953 figures despite the building in the Narrows section.

KINGSTON - Council passed an ordinance accepting Woodland Drive located in the Taylor housing development.

LAFILIN - Because the police chief is not covered by liability insurance, the council has temporarily suspended him.

ASHLEY - \$65,000 valuation cut means a slash in income of \$1,170. Levy of 18 mills is retained for the 1955 budget.

HANOVER - The commissioners have opened a stretch of land off Middle Road to other communities as a refuse disposal site.

COURTDALE - The city fathers accepted the auditors' report.

DALLAS - A budget calling for expenditure of \$29,344 has been adopted.

THOUGHTS FOR THE DAY

When money talks, nobody cares what kind of grammar it uses.

So few of us are perfect, but so many of us are impossible.

PUBLICATION

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The Luzerne County News-letter

VOL. IV, NO. 7 WILKES COLLEGE, WILKES-BARRE, PA. JULY 15, 1955

NOTICES

Several important events are in the offing for the coming year. Late in September a one-day clinic, in conjunction with the regular bi-monthly meeting of the local officials group, will be held on the subject of street maintenance. Films, slides, and panel discussions will offer all those engaged in street work an insight on this important aspect of local work. Invitations will be given to all boro, county, city, and township workers to attend.

Late in November a one-day conference on planning and urban redevelopment will be held. Invitations will be issued to local officials and also all civic groups interested in learning about the value of planning for the Valley.

Another class of township and boro officers will be started in January. This 10-session course will afford newly elected officials an opportunity to acquaint themselves with their tasks and duties. A certificate will be awarded by the Public Service Institute to those who complete the course.

MOVE PEOPLE, NOT VEHICLES (2nd of a Series)

It should be evident to all who are genuinely interested in the present as well as the future welfare of cities that the streets of our busiest districts be cleaned for expeditious mass transportation flow, regardless of whose individual interests are involved or whose toes are stepped on. Unless this can be accepted as axiomatic, cities will experience growing instability, decentralization, and abnormal economic losses.

Frenzied efforts of many municipal officials to provide parking spaces for autos are at least understandable, even if not always wisely conceived or economically executed. Because auto use has increased so tremendously in the past few years, more and more parking restrictions have become necessary in order to devote more street space to movement rather than storage of vehicles. As a result, curb parking in busy areas of many cities is rapidly becoming a vanishing American custom. And yet provision of adequate off-street parking is expensive, either in cost of multiple-floor storage facilities or in loss of tax ratables when buildings are torn down to make parking lots.

Some cities ban all parking on the most congested streets during business hours. Chicago is an outstanding example that curb parking is not always necessary in order for business to survive. Many other cities prohibit curb parking on main arteries during morning and evening hours of peak vehicular traffic.

Surveys indicate that only a minor proportion of the parking in any business district can be taken care of at the curb. It therefore becomes evident that the ultimate solution is to prohibit all curb parking that interferes with traffic flow, and accommodate parked vehicles in off-street facilities. However, since such off-street accommodations are limited by restricted space and high cost, it would be impractical to provide parking space for everyone who might desire to drive his auto. Therefore, every effort should be made to provide a transit service which will attract more business people and shoppers, and thus reduce both the volume of vehicles and the demand for parking space.

QUESTIONS AND ANSWERS

What is community about?

Planning is a form of insurance. As individuals, we all plan for security, for our families and for our old age, and of course every business must have plans for its future. This same process of providing for the future of a community is called planning. Planning can help serve the older parts of our communities and avoid past mistakes in the new. Planning is living insurance.

What does planning deal with?

All the factors which contribute to the orderly growth or evolution of a community are part of the planning process. These include the use of land and improvements of all kinds, both public and private. Some of the more important public improvements are streets and highways, railroads, schools and playgrounds, parks, bridges, and floodwalls. Private development is controlled only in providing that the use and spacing of buildings must be harmonious to the character and needs of their surroundings, and that provision be made for further public improvements.

What is a comprehensive plan?

A comprehensive plan is the guide or pattern for the future development of the community. Expressed in reports and maps, it anticipates the growth of the cities and counties and the public facilities mentioned above which are needed to serve this development. It must look ahead 10 to 25 years or more and should be revised as anticipated future needs change.

Does any Luzerne community have any such plan?

No, they do not.

Does Luzerne County have a comprehensive plan for its development and rehabilitation?

No, it does not.

Have Wyoming Valley communities, including Wilkes-Barre and surrounding communities, cooperatively developed such a plan for redevelopment and rehabilitation?

No, they have not.

MERIT AWARDS

Service awards were presented at the Third Annual Dinner of the Luzerne County Local Officials to those following:

Warden Kimble, Dallas, 30 years; Allan Shepherd, Forty Fort, 29 years; John Emanuel, Hanover, 30 years; Robert Williams, Kingston, 25 years; Michael Walsh, Laflin, 30 years; Carlo Bontempi, Laflin, 15 years; Joseph Phillips, Laflin, 15 years; Thomas Callahan, Laurel Run, 16 years; Harvey Casterline, Laurel Run, 21 years; Gilbert Watkins, Laurel Run, 16 years; Peter Keblish, Newport, 16 years; Charles Wilbur, Newport, 18 years; Nicholas Keller, Nuangola, 30 years; Gus Kemerite, Nuangola, 25 years; Thomas Oliver, Plains, 16 years; Anthony Vestych, Plains, 18 years; Martin Munson, Sugar Notch, 16 years; Severino Pisaneschi, Sugar Notch, 16 years; Roy Speece, West Pittston, 29 years; Nelson Myers, West Pittston, 27 years; Lucius Eldridge, Wilkes-Barre, 31 years; Thomas Evans, Wilkes-Barre, 22 years; Frank Goechel, Wilkes-Barre, 18 years; and William Boyd, Wyoming, 28 years.

TRAFFIC SENTRY

Permanent signal installations cost money to buy, install, operate, and maintain. Traffic Sentry portable traffic signals sometimes do the job as well. Although rugged in construction, they can easily be wheeled into place by one man. These signals can quickly be dispatched to widely separated localities by motorcycle trailer, thus increasing their usefulness to the traffic department. These self-contained battery-operated signals can be kept in service for 18 continuous hours or 32 hours of intermittent service without recharging. The charger is housed in the base of assembly and it is a simple matter to keep the battery charged and the signal in good operating condition at all times. These lights are equipped with ITE approved 8 3/8 inch diameter prismatic diffusing lenses. Each lens is illuminated independently. The overall height is 9' 2" and mounted on two 8" wheels with rubber cushion tires.

This equipment serves the traffic department in many ways, in many places: on detours, in case of fires and public gatherings, at daily peak hours, and at spot congestion.

THOUGHTS FOR TODAY

Freedom isn't something that comes to a people or remains with a people merely through wishing.

Law enforcement is only as good as the citizens want it to be.

WHAT'S NEW ?

SWOYERVILLE - Council intends to make repairs to all of the damaged blacktop streets, using the street department in part of the work.

NANTICOKE - City Council has received 150 new parking meters which will be installed to replace broken meters.

FORTY FORT - Council has under consideration its yearly donation to the police pension fund.

ASHLEY - Third Ward residents dumping garbage along Solomon's Creek in Ashley are responsible for a serious local health problem.

LUZERNE - The municipality has engaged Albright and Friel to survey for the construction of a sanitary sewer system.

NEWPORT - Where possible, the commissioners are giving home owners an opportunity to work out their taxes on roads, playgrounds, and sewer projects.

PLYMOUTH - The fire alarm system of Plymouth is being revamped by Council and representatives of the three fire companies.

NUANGOLA - The burgess announced strict enforcement of the State fireworks law in the boro.

LARKSVILLE - Representing three mills of taxes, a total of \$12,850 will be paid on bonds in 1955.

EDWARDSVILLE - Council is planning improvements to Hillside Avenue, one of the heavily traveled streets in the boro.

WEST WYOMING - Total coal and property valuations is at \$1,030,237 for the boro.

WYOMING - Council will contribute \$3,000 toward the cost of a \$10,000 fire fighting truck.

FORTY FORT - The council has arranged a conference with Lehigh Valley Coal Co. officials with regard to River Street subsidence.

PLAINS - The commissioners have petitioned the Court to float a \$20,000 bond issue to pay off unfunded debts contracted for current operating expenses.

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The Luzerne County News-letter

AUG 11 1955

VOL. IV, NO. 8 WILKES COLLEGE, WILKES-BARRE, PA. AUGUST 15, 1955

MOVE PEOPLE, NOT VEHICLES (3rd of a Series)

Modern, powerful, streamlined transit vehicles do take a long time in getting passengers to their destinations. These vehicles are governed by the same traffic controls and regulations; are subject to the same delays; and travel over the same streets as the multitudes of autos which cause the congestion. Moreover, these vehicles must make additional stops along their routes to pick up and deposit people near their destinations, and must then wedge back into the moving traffic stream.

There has been a steady decline in the use of public transit except during the World War II years when the free use of the auto was restricted. Many transit companies have excess equipment, greatly increased operating costs, and a lack of revenue in spite of numerous fare increases.

Obviously, the crying need of most transit companies today is more passengers. This is compatible with the necessity of moving people faster through city streets. If more people rode transit vehicles instead of their own autos, traffic congestion and parking problems would be materially reduced and transit systems could give much better service.

QUESTIONS AND ANSWERS

How does planning and zoning help the average citizen?

For the taxpayer:

1. It preserves the value of property.
2. It provides more accurate information as to the future need of public improvements.
3. It prevents repetition of the costly mistakes of the past by guiding new development.
4. It helps to direct public expenditures to obtain the most benefit from your tax dollar.

For the resident:

1. It encourages a more attractive community with adequate and well-located public services.
2. It protects his living and working environments against objectionable intrusion.

What is the relation of a Planning or Zoning Commission to the city or county?

Such commissions are the only official agencies concerned with the future of a community as a whole. They act as clearinghouses for all programs involving future needs.

If most planning problems deal with a city, why is planning and zoning needed for a county?

It is true that rural areas have comparatively few problems of a planning nature, but we must realize that most of a county has ceased to be rural and is now the suburbs of a city. When people live close together instead of on farms, many problems must be met.

TRUCK WEIGHTS

The new law on truck weights permits the commonly used tandem axle semi-trailer up to 60,000 lbs. and the single axle vehicle up to 22,400 lbs. It requires the mandatory unloading of loads exceeding the limits by more than 3 per cent. The law also raises sharply the present flat \$50 fine for overloading and sets instead a scale ranging from \$60 to \$60 plus \$50 for each additional 500 lbs. over 6,500 above the limit.

There is also a requirement that every truck must be equipped with emergency brakes adequate to hold it stationary on any grade on which it is operated. Another change in the law extends to local peace officers, instead of just State Police, the right to "arrest on view" any trucker carrying an excessive load.

All money paid for overloading would be retained in the locality where the offense is committed just as it is under the present law. How many communities realize these fines as a source of income? Do you check with your J. P.'s on this?

SHOULDER STABILIZATION

Shoulder maintenance has become a serious problem in recent years. There are two separate requirements for shoulders. (1) On narrow roads, shoulders sometimes must take a considerable amount of traffic when wide trucks pass each other. (2) On all paved highways, even those with sufficient width, there is the problem of maintaining the shoulder flush with the pavement to avoid a hazardous drop. This is aggravated by the whipping action of high speed traffic.

Earth shoulders rut, particularly during springtime, and are unstable under traffic. Sod shoulders are suitable for light traffic roads but under heavy traffic they show distress. Bituminous surface treatment for shoulders will prove adequate only if a heavy base is used and careful maintenance given to the surface. A calcium chloride stabilized aggregate shoulder resists abrasion and maintains the level of the pavement edge.

SALVAGING BITUMINOUS PAVEMENTS

A very considerable amount of heavy industrial traffic together with the tremendously increased volume of commercial and passenger type vehicular traffic has made it imperative that a network of reasonably adequate highways for safe and immediate use be provided. At the same time, there should be undertaken a program of completely reconstructing the network of primary roads to provide a standard of design which may be expected to care for immediate traffic demands and at the same time be adaptable to the strains the future demands are sure to create.

Climatic conditions, topography, and soils are typical of the north-central United States. The glacial geology provides considerable deposits of sand and sandy gravels as well as some deposits of bank gravel suitable for base construction and surfacing of roads. Cost of producing these materials is moderate, and in most areas haul distances are limited to a five to ten-mile range. There is a limited supply of gravels, and known deposits are getting pretty well worked out, so officials must practice economical methods of road maintenance.

There are some rather positive thoughts in the construction of more adequate base courses and the methods used to accomplish this. Experience has taught that properly drained and compacted earth grades are not always adequate to carry the loads that are transferred to it through the base. This is particularly so when extensive areas of poor soils or high water tables are encountered. Highly plastic soils and high water tables combined with spring cycles of freezing and thawing over a period of several weeks, deep frost providing an impervious layer to hold the moisture in the thawed upper layers, and soils with high capillarity are all factors which cause plenty of trouble. The construction of a sub-base with free draining sand or sand gravel provides for greater distribution of loads over the earth grade, and the sub-base also acts as an insulation course and a cut-off plane for water entering the earth by capillary action. On areas of extensive or general base failure that is due to poor soils in the earth grades, sub-bases are constructed varying from 8" to 18" in depth, depending on the severity of the failures and the character of traffic expected to use the particular road.

Construction of the base for bituminous mats is accomplished by using a well-graded gravel aggregate with a fairly low percent of binder. By using calcium chloride, it is possible to retain moisture in the base material adequate for complete compaction. A bituminous prime coat is placed immediately on the completed base.

In general, the construction procedures are: grade widening and re-ditching the existing road; scarifying the existing bituminous mats and salvaging the old surfacing, for use as base aggregate material; placing and compacting sub-base material where required; spreading and compacting salvaged aggregate; placing 3" to 6" of additional processed base gravel and compacting; and placing a hot mixed bituminous aggregate surface of dense graded aggregate and heavy liquid asphalt.

WHAT'S NEW ?

PLYMOUTH - The town's firemen have requested council to provide for an adequate fire alarm system in the boro.

DUPONT - The State Highway Department has agreed to place curbing and full width pavement on a three-block stretch of the Avoca by-pass.

PITTSTON - Police have been experimenting with control of traffic by use of the overhead traffic lights only.

WILKES-BARRE TOWNSHIP - A 5% amusement tax, effective August 1, has been adopted by the commissioners.

NEWPORT - Commissioners and Susquehanna Collieries are working on the elimination of a grade crossing and also the elimination of a large drainage ditch in the township.

KINGSTON - The boro is considering a road along the dike from Pierce Street to relieve the traffic in the Market area.

LARKSVILLE - The council is reluctant to abandon another boro thoroughfare to permit stripping.

NANTICOKE - The mayor has announced that an old ordinance will be used to require property owners to make needed sidewalk repairs.

PLAINS - By unanimous vote of the commissioners the 5% amusement tax has been abolished.

DALLAS - The boro and the township are beset with the problem of finding a public dumping ground.

THOUGHTS FOR TODAY

The greatest trouble found with the average man is that he imagines himself a little above the average.

Your temper is one of the few things that will improve the longer you keep it.

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VOL. IV, NO. 9 WILKES COLLEGE, WILKES-BARRE, PA. SEPTEMBER 15, 1955

STREET WORKERS CLINIC

A street workers clinic will be held on Wednesday, September 28, 1955, in the Lecture Hall at Wilkes College. Films, slides, and panel discussions will bring to the street worker of this region a wealth of knowledge on how to perform his job better. Admission to the morning and afternoon sessions is free. In the evening, the local government officials in Luzerne County will hold their first fall session in conjunction with the CLINIC. Such topics as surface treatment, specifications, drainage, etc., will be discussed. It is the expert opinion of those in the street maintenance field that one day spent at such a CLINIC will be much more valuable to the worker than the one day spent at his routine duties. The attendance of every local government street worker will assure better streets for local communities.

MOVE PEOPLE, NOT VEHICLES (Final of a Series)

Review past efforts such as one-way streets, street widening, traffic control, etc., and evaluate the benefit of each. These efforts have been made with a view to moving of vehicles and not people and goods. Let us look at the relative efficiency of various methods of moving people.

Capacity of a single lane in passengers per hour

1,575
2,625
9,000
13,500
20,000
40,000
60,000

passengers in autos on surface streets
passengers in autos on elevated high ways
passengers in buses on surface streets
passengers in street cars on surface streets
passengers in street cars in subway
passengers in local subway trains
passengers in express subway trains

Obviously, the private auto is quite inefficient in the mass movement of large numbers of people in restricted areas. Nine eight-lane freeways filled to capacity would be needed to move the same number of people that can be carried by a rapid transit line having just one local and one express track. One modern motor bus can carry all the people normally contained in all the autos which take up a full city block of street space. The use of transit lines would make it unnecessary to spend public funds to widen streets or build new streets. And since transit lines require no street parking space, this problem would be alleviated.

The transition from the auto to transit line would be easy if ways could be found to provide transit with a margin of time and convenience. And this is impossible so long as transit vehicles must endure the same traffic congestion on the same street as used by the autos.

How to do this? Ideas must be tailored to fit local conditions. Rapid transit lanes on highways can increase the traffic flow many times. Public transit can be separated from competing traffic at moderate cost. Traffic control studies have been beneficial in many cities. The current trend is to reduce parking, to speed up traffic. At least 20 other cities have followed the Philadelphia pattern by drastically restricting curb-parking in the mercantile area. Fringe parking posts with speedy transit to and from the downtown district have proved helpful in relieving traffic congestion in some cities. Parking controls have also been helpful in speeding traffic, such as prohibiting loading and unloading of commercial vehicles during rush hours in congested business districts. Arranging mass transportation routes in congested areas to avoid over concentration helps tremendously. Eliminating the duplication of transit lines cuts down on transit vehicles. Using alternate stops for transit vehicles and permitting ample loading zones will move people much faster. In some communities, staggered hours in community offices, stores, and industries have reduced peak traffic. And lastly, and probably the most important, educate the traffic police to give transit vehicles (which move the most people) the right of way accorded to ambulances and fire-fighting vehicles. After some serious study, could some of the above, perhaps in a modified fashion, be applicable to Wyoming Valley.

QUESTIONS AND ANSWERS

What is Zoning?

Zoning regulations specify what uses of land and buildings are permitted. They also provide for minimum size lots, yard areas and height control so that adequate light, air and privacy are assured and so that overcrowding may be avoided. The zoning maps show where these use districts are located.

Are a person's constitutional rights violated when he is told what he may and may not do with his property?

One of the oldest laws of society restrains people from behaving in a way that may be harmful or injurious to their neighbors or to the welfare of the people. In 1926 the Supreme Court of the United States affirmed the principle that a reasonable control of land use is a normal exercise of zoning.

What is spot zoning?

It applies to the establishment of a use district, usually a small one, which is unsuited to the adjacent neighborhood. The benefit of spot zoning to the property owner is at the expense of the values of nearby properties and of the general development of the community. Spot zoning is impractical and may even be illegal.

Is zoning primarily for the protection of residential areas?

No. Zoning is one of the tools used to promote a well-balanced development of all types of uses. It misses its goal if it only protects the status quo of existing residential neighborhoods. Industrial areas are in equal need of protection against absorption by other areas. See the importance of industrial zoning in earlier issues of this NEWS-LETTER. Industry must not be the step child of zoning.

SALVAGING BITUMINOUS PAVEMENTS

To scarify old surfaces, which average 4" in depth, use a single ripper tooth on a tractor. After scarifying, the tractor walks over the large chunks, reducing them in size to chunks of 4" to 12". This material ought to be windrows by a heavy motor grader and handled to provide windrows of approximately 250 cubic yards per mile. The uncrushed material can be recrushed by some type of heavy type crusher.

After crushing, the old blacktop as aggregate with a top size of about 1 1/2" drops onto the grade, motorgraders can then move the crushed aggregate towards the road shoulder and the process is repeated until all the material is crushed. This crushed material can be graded down to fines. Cost of scarifying and crushing will hardly ever average more than 85¢ per cubic yard.

When subbase is required, this material is then placed and compacted and the salvaged aggregate spread over it to act as the bottom part of the base. If subbase is not required, then spread and compact the salvaged aggregate over the grade as part of the base and add base gravel to it. Moisture can be added to the sand and gravel by tank wagons and the moisture can be retained by using calcium chloride. If plenty of C.C. is provided then a dense stable base condition will result. Immediately after the base is completed, bituminous mats can be placed.

Salvaging bituminous pavements does save money. The average cost per mile is \$10,000 to \$15,000, sometimes running a little higher depending on the density of population. Such construction can successfully handle traffic loads of 2,000 to 4,000 vehicles per day where about 15% of the traffic is heavy trucks. One added feature of such construction is that roads are out of service just a short period of time.

THOUGHTS FOR TODAY

Of all glad works of tongue or pen, the gladdest are these: Enclosed find check.

I a man still has his appendix and tonsils, chances are he is a doctor.

WHAT'S NEW ?

EXETER - Damage to two Exeter streets has been reported to boro officials.

WILKES-BARRE - The sum of \$37,247.07 has been received from the State for the City Police Pension Fund.

FORTY FORT - Council has approved oil and chips for boro streets.

LARKSVILLE - Council accepted a bid to pave Nesbitt Street if the State Highway Department approves.

KINGSTON - Boro officials have purchased a new police cruiser and a new pick-up truck.

WYOMING - A boro ordinance has been passed forbidding the use of air rifles or B-B guns.

MOUNTAIN TOP - The Park Committee of Fairview Township will raise funds to make improvements to the Park Recreation Center.

SWOYERVILLE - Firemen in the boro have requested that the Council keep its promises and purchase fire-fighting supplies.

KINGSTON - The loss of coal valuation will probably not hurt boro finances measurably since it amounts to less than \$1,000,000.

WILKES-BARRE - Parsons dump is due to close because of the high cost of maintenance to protect neighboring residents from offensive odors and smoke.

LARKSVILLE - Local officials expect that the outdoor movie in the Narrows Road area will add to the value of the land.

KINGSTON - It is noteworthy that the valuation of the fifth ward - \$14,460,148, more than twice the valuation of Luzerne, Pringle, and Courtdale - is about 1/5 of the valuation of the boro.

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The Luzerne County News-letter

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VOL. IV, NO. 10 WILKES COLLEGE, WILKES-BARRE, PA. OCTOBER 15, 1955

STREET WORKERS CLINIC

The Street Workers Clinic held at Wilkes College on September 26, 1955 attracted street workers from many local municipalities. This was the first time a clinic was held in the area.

Donald D. Dagler, district engineer of the Asphalt Institute, discussed "Street Construction" at the morning session. The afternoon session featured the following speakers: George T. Smith, Wilkes-Barre city street department; James C. Whalen, assistant district engineer, State Highway Department; Frank C. Witkoski, director of research and testing, State Highway Department; John H. Eigenbrod, superintendent of roads in Luzerne County. Robert A. Farley, assistant chief engineer in charge of maintenance for the State Highway Department, was the main speaker at the dinner meeting.

Three films on asphalt were shown at the morning session. Asphalt is a versatile and waterproof road-building material, mixing well with crushed rock, sand or gravel at a minimal cost. The importance of following highway department specifications, especially Bulletin 25 concerning asphalt, was emphasized at this session.

According to the advice in the films, certain measures should be followed in seal coating: (1) it should be determined whether the surface really needs a seal coat; (2) the work should be done in warm weather; (3) the old surface must be prepared; (4) the surface to be treated should be clean; (5) the mixture should be uniformly spread; (6) the mixture should not be overrolled; and, (7) traffic should be controlled.

As regards bituminous road-patching, the following points were made: (1) mark an outline in rectangular form to make a neat patch; (2) sweep; (3) apply bituminous material (oil) by hand pump; (4) broom oil to outline of patch evenly; (5) apply chips and cover entire oil area; (6) brush back loose aggregate and spread with hand broom; (7) roll, compressing until chips are evenly embedded.

At the afternoon session Mr. Robert Lurch stated that testing substantiates design, for if designs are followed closely it is necessary to have tests. Testing appears to be expensive; since it is dead overhead, but it was shown that one-third of the cost of building roads goes for materials and that 2% of this amount for testing is "a small price for such insurance."

Realizing that many small communities cannot afford to maintain a testing laboratory, it was suggested that the facilities of a nearby commercial laboratory be used. Mr. Lurch also made this suggestion: that, on a cooperative basis, several communities could get together and establish a small laboratory for testing purposes. Such a cooperative venture "would be an excellent investment."

Mr. John Eigenbord pointed out that many small municipalities are hampered because they do not have the money to purchase road equipment. In his estimation, small communities should purchase specific machinery, such as the payloaders. The crawler type payloaders, with a hydraulic controlled front end, can accomplish a number of jobs at a minimum of cost to the community.

A lively discussion followed the speeches of the panel members. It was agreed that oil or any other additive should not be applied to a road unless the surface has some moisture. In other words, the surface of the road should be stabilized before the surface is treated. It was also suggested that shooting the surface with water, rather than putting on waste motor oil first, might be feasible.

On the question of drainage, it was brought out that it is most important to get as high a crown as possible with good open ditches on both sides to keep the water beneath the surface. Also, there should be plenty of cross-drains, for a good road depends on good drainage.

Which is better in snow removal--salt or cinders? Even the experts could not give a clear-cut answer to this question, for both materials have definite purposes. For instance, salt is very effective on roads with a great deal of traffic, whereas it is less effective on roads with little traffic. It is also difficult to determine which method is less expensive. However, it was considered feasible to mix salt with cinders.

According to Robert A. Farley, the principle speaker at the dinner meeting, the main duty of the maintenance department is to keep the roads of Pennsylvania in good condition. The work of the department begins the day a road is completed and ends when the road is abandoned. The budget of the department is \$80,000,000 for two years, \$9,000,000 of this amount going for snow removal. In 1954 \$7,500,000 was spent for snow removal and the same amount is expected to be spent in 1955.

Mr. Farley stated that the Maintenance Department expects to use 13,000,000 lbs. of sodium chloride and calcium chloride and 600,000 tons of cinders. It was pointed out that cinders are shorter in the anthracite area than in any other part of the state. Furthermore, it was emphasized that there is no acceptable substitute for cinders. As regards the use of slag, the local officials were told that while slag is a good abrasive, it is white and cannot be seen, making it undesirable for use in snow removal.

Mr. Farley stressed the importance of being selective when purchasing equipment. It is wise to canvass the field, to compare competing brands and then buy the equipment suitable for a particular use.

LAWLER SETS UP EMERGENCY MUNICIPAL UNIT

Joseph J. Lawler, Pennsylvania's Secretary of Highways, has established a special unit within the Department to handle applications from municipalities for financial assistance in repairing roads and bridges damaged by floods in Northeastern Pennsylvania. Robert A. Farley, assistant chief engineer in charge of maintenance, will head the flood emergency unit.

Engineers from other districts under Mr. Farley's direction will establish engineering procedures and standards for handling applications from counties, boroughs, cities and townships so that the emergency can be handled expeditiously.

MAINTENANCE PRACTICES FOR CONCRETE PAVEMENT

Although concrete pavement requires little maintenance, the little required should not be neglected. Prompt repair keeps cost at a minimum. To neglect maintenance is to invite progressive damage and expensive repairs at a later date. The same result may be expected from maintenance operations improperly performed.

Maintenance of concrete pavement is not difficult, nor does it require special qualifications or high skill. Untrained workmen who are properly supervised can carry out routine maintenance of concrete pavements.

Efficient and timely maintenance is not only economical but it will do much to keep the pavement attractive and preserve its smooth, safe-riding surface. This phase of maintenance must not be overlooked and all operations should leave the pavement clean, attractive in appearance and free from surface irregularities which adversely affect riding comfort and safety.

Ordinary maintenance of concrete pavement involves the following classes of operations: (1) sealing of joints and cracks; (2) replacing broken areas or utility cuts; (3) adjusting the pavement elevation to correct for settlement; (4) repairing spills caused by improper design or construction or resulting from accidents or unusual conditions of use.

Let us limit our discussion to patching. The replacement of broken areas or utility cuts, commonly called "patching," should be made with concrete so that the patch will be equal in strength and riding quality, and similar in appearance to the remainder of the pavement.

Concrete pavement that is in good condition except for comparatively few spots should be repaired by patching with concrete. When patching is needed it

should be done at the earliest opportunity. If delayed, the broken area is apt to become enlarged by action of traffic. Temporary measures, such as covering the broken areas with bituminous mixture, do little toward restoring the pavement strength.

A "broken area" refers to portions of the pavement which are broken into pieces too small to distribute the load to the subgrade without imposing unit pressures greater than the safe carrying capacity of the subgrade. Under this condition the broken portions of the slab become displaced and their surface is no longer in the plane of the rest of the pavement.

The shape and dimensions of a patch and its position in the pavement with respect to joints and edges have a direct relation to its ability to stand up under traffic. The laying out of the patch involves consideration of the existing pavement condition and the shape and dimensions which will best stand up under traffic. The selection and marking of the areas to be patched should be done by a qualified engineer.

According to the position of the patch in the pavement and for convenience in certain design details which are pertinent to satisfactory performance in service, patches are classified into five types: (1) full-width patch, involving all lanes of the pavement, and usually constructed one lane at a time; (2) single-lane patch, involving the width of a single traffic lane; (3) exterior-edge patch, which is a patch less than a full lane in width, an edge of which lies along the outside edge of the pavement; (4) interior-edge patch, a patch less than one full lane in width, one edge of which lies along an interior edge or joint of the pavement; (5) interior patches, with all edges at least 2 ft. distant from any longitudinal or transverse edge or joint.

Patches are usually rectangular in shape but triangular- or diamond-shaped patches have been used with success to repair broken slab corners which are not on the exterior edge of the pavement. The sides of the triangle or diamond make angles with the longitudinal edge of the slab which must be not less than 30 deg. nor more than 60 deg. except at transverse expansion joints when the angles with the longitudinal edge must be not less than 30 deg. nor more than 45 deg.

THOUGHTS FOR TODAY

Some people are easily entertained. All you have to do is sit down and listen to them.

The road to success is filled with women pushing their husbands along.

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The Luzerne County News-letter

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FIRST CLASS TOWNSHIPS

The Luzerne County Association of First Class Townships held its first annual conference on October 29. The conference was opened by Frank Danilowicz of Wilkes-Barre Township, chairman of the group.

The officers elected were: John Matsko of Plains Township, president; Peter Keblish, Newport Township, first vice-president; Stephen Yanoshek, Hanover Township, second vice-president; Andrew Garber, Hanover Township, secretary; James McCarthy, Hanover Township, treasurer; Charles Wilkes, of Newport Township, John C. Wordoski, Hanover Township, and Joseph S. Matiskiel, Wilkes-Barre Township, members of the executive board; Joseph F. Gallagher, Newport Township, solicitor.

NOTE

The following people attended the twentieth annual meeting of the Municipal and Local Finance Officers of Pennsylvania at Penn State University on October 7 and 8: Frank Connors, Commissioner, Hanover Township; Hugo V. Mailey, Wilkes College; John C. Wordoski, Commissioner, Hanover Township; Stephen Yanoshek, Commissioner, Hanover Township; Thomas J. Reese, Secretary, Kingston Borough.

LOCAL GOVERNMENT COURSE

Another local government course for councilmen and commissioners will be offered by the Wilkes College Political Science Department beginning in January. Information on the course will be mailed in the near future to all old and newly elected councilmen. Make arrangements now to attend this ten session course for local officials. As in the past, a certificate will be awarded by the Public Service Institute of the Department of Public Instruction to those who satisfactorily complete the course.

JANERICH

Albert Janerich, Plains Township Commissioner, was elected third vice-president of the First Class Township Association of Pennsylvania. John C. Wordoski, Hanover Township Commission, is the retiring president of this state association.

BOROUGHES

Ralph Brown, Kingston Councilman and President of the Luzerne County Boroughs Association, has announced that the Luzerne County organization will hold a very important business meeting on Thursday, November 17, at 7:30 p.m. in the Hoyt Library. All communities that are members of the association are urged to have representatives at this meeting.

URBAN REDEVELOPMENT

The Political Science Department at Wilkes College will hold a conference on urban redevelopment on Wednesday, November 30, in conjunction with the bi-monthly meeting of Luzerne County local officials. The panelists for the afternoon session will be: John J. Grove, Assistant Director of the Allegheny Conference on Community Development; David M. Walker, Regional Administrator, Housing and Home Finance Agency, Philadelphia; Daniel Rogers, Chief, Housing and Redevelopment Division, Harrisburg. The speaker for the evening will be F. A. Pitkin, Director, Bureau of Community Development, Department of Commerce, Harrisburg.

All communities are asked to send representatives to the afternoon and evening sessions. Not only should councilmen, solicitors, and burgesses be interested but also members of planning commissions and zoning boards.

RECORDS MANAGEMENT MAY HELP YOUR MUNICIPALITY SOLVE ITS NEEDS FOR MORE OFFICE SPACE

Records management--the name given to the process of managing and controlling records--is a fast growing institution in this country. For some time, private industry has recognized the value of conserving space by the proper control and management of its records. In a recent article in a current magazine, it was stated that industry, on the average, could throw away 40% of all records, store 30% of the remaining and keep the rest for current use ("Don't File It--Throw It Away," Readers Digest, September, 1954). Evidences of space savings of this kind is the reason large industrial concerns are interested in instituting records management programs in their industries. Several of our larger cities have been doing the same thing. With the expansion of governmental functions, a room full of filing cabinets containing useless records could be put to much better use if restored to office space for over-cramped personnel.

This is not written to imply that all of our public records are space wasters. Many of our records are vital to the normal and efficient functioning of government. In one group may be classified those records that are necessary for the every day operation of government. Assessment lists, tax charts, budgets, payrolls, applications for permits, police forms, purchase vouchers, and blue prints are examples of records needed to run the typical governmental unit. Such records must be complete and adequate and must be properly managed to save endless expense in filing and storage.

In a second group might be placed those records that are important because of their legal significance. Ordinances, minutes of meetings, deeds, wills, licenses, titles, incorporation papers, court records are some that fall into this category. They are legal and cannot be destroyed because they are necessary to establish the legality of some particular fact even though they may stand idle in file cases for years.

A third group of records cannot be destroyed because of their historical importance. Every community has them. The original deed for the ground on which now stands the town hall, early ordinances and commissions are examples of documents having historical value and should be retained and properly stored.

But finally, there is that vast collection of records, not falling into the above groups, that are valueless and should be destroyed to save space for the administering of other functions. These are records that had some value at one time, but have become useless because (1) the function for which they were created has become obsolete; (2) they have served their purpose and cannot be used again; (3) they have been replaced by more modern records; (4) a statute of limitations, or other legal standards have made them worthless.

The legal groundwork to allow freedom on the part of local government officials for destroying useless records was laid in 1949 when Act 250 of the General Assembly was adopted. That legislation authorized the destruction of "...records which are deemed valueless.... subject to the approval of the court of common pleas of the proper county." (Section 6.)

Just as important as a space saver is the process of microfilming those records having retention value. Microfilming, if conducted along practical lines, can result in the saving of considerable space by filming bulky records, filing the film for future reference, and the destruction of original records. The cost of microfilming can easily be offset by the value of the space being made available for other uses. Microfilming also serves to protect original records if they are to be preserved.

Records management people always hasten to add however, that uncontrolled microfilming is unwise. Just because it saves space is no justification for microfilming all records. Microfilming is only a sound practice for those records used infrequently, but for which a reference must be maintained. Microfilming is not appropriate for records of which constant use is made.

The following general procedure might be an approach to the problem by officials.

First, visit an agency that has dealt with the problem and learn what has been done there. A competent person in the field of records management might be consulted to learn the elementary principles involved and what might be the proper application to your local situation.

Second, survey your records in an effort to classify them in either useful, historical, or current categories.

Third, when proper authorization has been obtained, destroy those records classified as useless.

Fourth, develop an adequate microfilming program for those records adapted to it, a program that is a continuing one and follows a definite schedule.

Fifth, make a definite schedule for those current records to be destroyed when they have served their legal and practical purpose, so that the management program can be kept up-to-date.

Finally, attention might also be devoted to the filing system for the historical and current records in order that they might be stored under a modern and efficient system.

It is true that the task of operating local government becomes more complex. In many of our units the job must continue to be carried out by laymen devoting only their spare time to the job. They have little time left over for anything other than the essential workings of government and the practicality of devoting time to records is remote. To many other municipalities, however, the government function is in the hands of full-time appointive officials and they are the ones to whom this effort might devolve. If they accept the responsibility and do a thorough job, much good in the form of improved government management will result.

MONEY ISN'T EVERYTHING, YOU KNOW

A high school principal, addressing his graduating class, was extolling the virtues of our democratic system. He pointed out to the students the wonderful freedom of choice we have in this country, particularly in choosing our life's work.

"We can be anything we want to be," he said. "In free America, a street sweeper can become a professor--providing he's willing to make the financial sacrifice," he added.

THOUGHTS FOR TODAY

The fear of ill is always worse than the ill we fear.

Some of the most disappointed people in the world are those who get what is coming to them.

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REDEVELOPMENT CONFERENCE

A redevelopment conference was held at Wilkes College on November 30 to acquaint Wyoming Valley civic leaders with federal and state assistance available to help communities redevelop areas that have become community liabilities. Mr. Edmund Poggi, Vice-President of the Wilkes-Barre Chamber of Commerce, served as chairman for the afternoon session of the conference.

The speakers for the afternoon session were Mr. Hale Walker, Regional Administrator, Housing and Home Finance Agency, Philadelphia; Mr. John J. Grove, Assistant Director, Allegheny Conference on Community Development; and Mr. Daniel Rogers, Chief, Housing and Redevelopment Division, Harrisburg.

HALE WALKER

Mr. Hale Walker, speaking on "Federal Government and Redevelopment", stated that federal aid is given for planning redevelopment projects through the Urban Renewal Administration, a department of the Housing and Home Finance Agency.

Stressing the need for regional planning in Wyoming Valley, Mr. Walker went on to show the various steps that must be taken by a region contemplating a renewal program. A local authority must be established. There, a survey and planning application would be prepared. This could be done by the city planning commissions and/or the city engineers or the city could even call in special consultants. This application is reviewed by the Philadelphia office and then passed on to Washington for approval. These are the preliminary steps for a grant-in-aid by the federal government to assist areas in planning redevelopment.

The requirements for planning are: (1) a land use plan, showing the location of the land in the community; (2) a thoroughfare plan, showing the routes in the community; (3) a community facilities plan indicating the schools, parks, playgrounds, and other such aspects of the community, possibly combined with the land use plan; (4) a public improvement program; (5) zoning ordinances and subdivision regulations.

Before a region is given aid by the federal government, the area must have a workable program. A workable program, according to Mr. Walker, should consist of the following: (1) sound local health codes; (2) a general master plan

for community development; (3) a basic analysis of neighborhoods, showing blighted areas, etc.; (4) an effective administrative organization to run the program--that is, a way to enforce building and housing codes; (5) financial capacity to carry out the program; (6) a program for rehousing displaced persons; (7) full-fledged community-wide participation in program.

JOHN J. GROVE

Mr. John J. Grove, speaking about "The Role of Urban Redevelopment in Pittsburgh's Community Program", demonstrated what could be done in building up old communities. Pittsburgh faced a crisis after the war. Because Pittsburgh was a dirty, sooty city and because housing was bad, it was becoming difficult for industrial firms to attract top managerial talent. Industries were not attracted to Pittsburgh. Industrial, business, and political leaders of Pittsburgh united into the "Allegheny Conference on Community Development." The city first embarked on a smoke control program. However, it was in the field of urban redevelopment that Pittsburgh made outstanding progress.

The Allegheny Conference felt that redevelopment should begin at the heart of the city which was in a deteriorating condition. After the central core was rebuilt and revitalized, redevelopment could be carried out to outlying areas. In 1946 an Urban Redevelopment Authority was established, composed of three Republicans, two Democrats, and outstanding community leaders, with the Mayor serving as chairman of the Authority. The Equitable Life Insurance Company of New York surveyed the city and through its study found that commercial development was a possibility. But, before Equitable would invest in the construction of new office buildings in the core of the city, it wanted assurance that the office space would be occupied. The Allegheny Conference and the Authority secured 20-year leases from nine firms to occupy the space. Then, the Equitable Life Insurance Company agreed to be the "redeveloper" and invested some \$43,000,000 in the redevelopment of Pittsburgh.

According to Mr. Grove, the role of the Authority was two-fold: land acquisition and responsibility for relocating the people who had previously lived in the area. Some 8,000 people were relocated in the Pittsburgh area.

The central core of Pittsburgh which was once deteriorating is now an attractive business district. Redevelopment in Pittsburgh also paid dividends by increasing the tax assessment value to \$131,000,000. Mr. Grove emphasized that unless business districts are revitalized the "flight to the suburbs" will continue. He attributed Pittsburgh's phenomenal success in redevelopment to "unity of purpose and the solid cooperation of industrial, business, and political leaders."

DANIEL ROGERS

Mr. Daniel Rogers, Chief of the Housing and Development Division in Harrisburg, spoke about the state's role in redevelopment. In 1949 a Housing and Renewal Assistance Law was passed providing \$15,000,000 for housing and

redevelopment. A maximum of 30% was to be used for redevelopment and 70% going for housing. The communities concerned could choose to use the funds for housing or redevelopment.

Renewal consists of the following elements: (1) a degenerating area in which complete clearance is needed; (2) a fringe area; (3) an area which needs improvement, where the buildings are too good to be torn down.

Mr. Rogers stated that the state is trying to see the various situations at the local point of view. Certain areas throughout the state are proving grounds for renewal projects. Workshops and conferences are being held where ideas about renewal projects are exchanged.

ACTS OF THE 1955 GENERAL ASSEMBLY

BOROUGH CODE - Act 31 (HB 443) permits the typing, printing, photostating, and microfilming of borough records required to be recorded. Act 98 (HB 683) further prescribes the power to improve and maintain neglected burial grounds.

BURGESSES AND JUSTICES OF THE PEACE - Act 105 (HB 1303) requires burgesses and justices of the peace to issue receipts for money paid to them.

FIRST-CLASS TOWNSHIP CODE - Act 27 (SB 64) changes the date when lighting assessments become delinquent. Act 76 (HB 303) authorizes the reassessment of new buildings or improvements after the tax duplicate has been prepared and the imposition of taxes for the remaining part of the year. Act 78 (HB 869) increases and clarifies the commissioners' powers to deal with the collection and disposal of garbage, rubbish, and ashes.

HOME RULE TAXES - Act 60 (SB 69) makes the transferor subject to the payment of any local deed transfer tax on real property located within the municipality regardless of where the transaction was executed; prohibits the levy of the tax on transfers by will or interstate laws.

REFRIGERATOR ABANDONMENT - Act 4 (SB 108) amends the State Penal Code by prohibiting the abandonment of refrigerators and iceboxes from which doors have not been removed.

REFUSE DISPOSAL - Act 100 (HB 871) permits municipal authorities to construct and operate refuse disposal facilities.

TRUCK WEIGHTS - Act 70 (HB 1288) permits heavier weights, increases registration fees, and increases penalties for violations.

URBAN REDEVELOPMENT - Act 33 (SB 135) eliminates the initial requirement of a redevelopment contract as part of a proposal; provides for approval of local governing body before a contract can be executed; and eliminates approval by the Department of Internal Affairs of redevelopment bond issues.

VOLUNTEER FIRE COMPANIES - Act 51 (SB 150) requires a referendum to replace a volunteer fire company with a paid one.

WHAT'S NEW?

NANTICOKE - Municipal receipts during the first nine months of 1955 totaled \$183,969 or \$8,233 short of the amount realized during the first nine months of 1954.

EXETER - The Burgess and the Council seem to feel that an additional policeman is necessary.

PLYMOUTH - People are slow to meet their tax obligations meaning that the local officials must borrow in anticipation of taxes.

HANOVER - According to the commissioners, the sidewalk program is showing amazing progress.

LARKSVILLE - Boro councilmen are not yet decided on a selection to replace the Chief of Police, Joseph Mock, who was elected Sheriff of Luzerne County.

WILKES-BARRE - The City fathers have passed a budget of \$2,017,039.80, adopting a total levy of 18.50 mills, a drop of .4 of a mill from last year's tax rate.

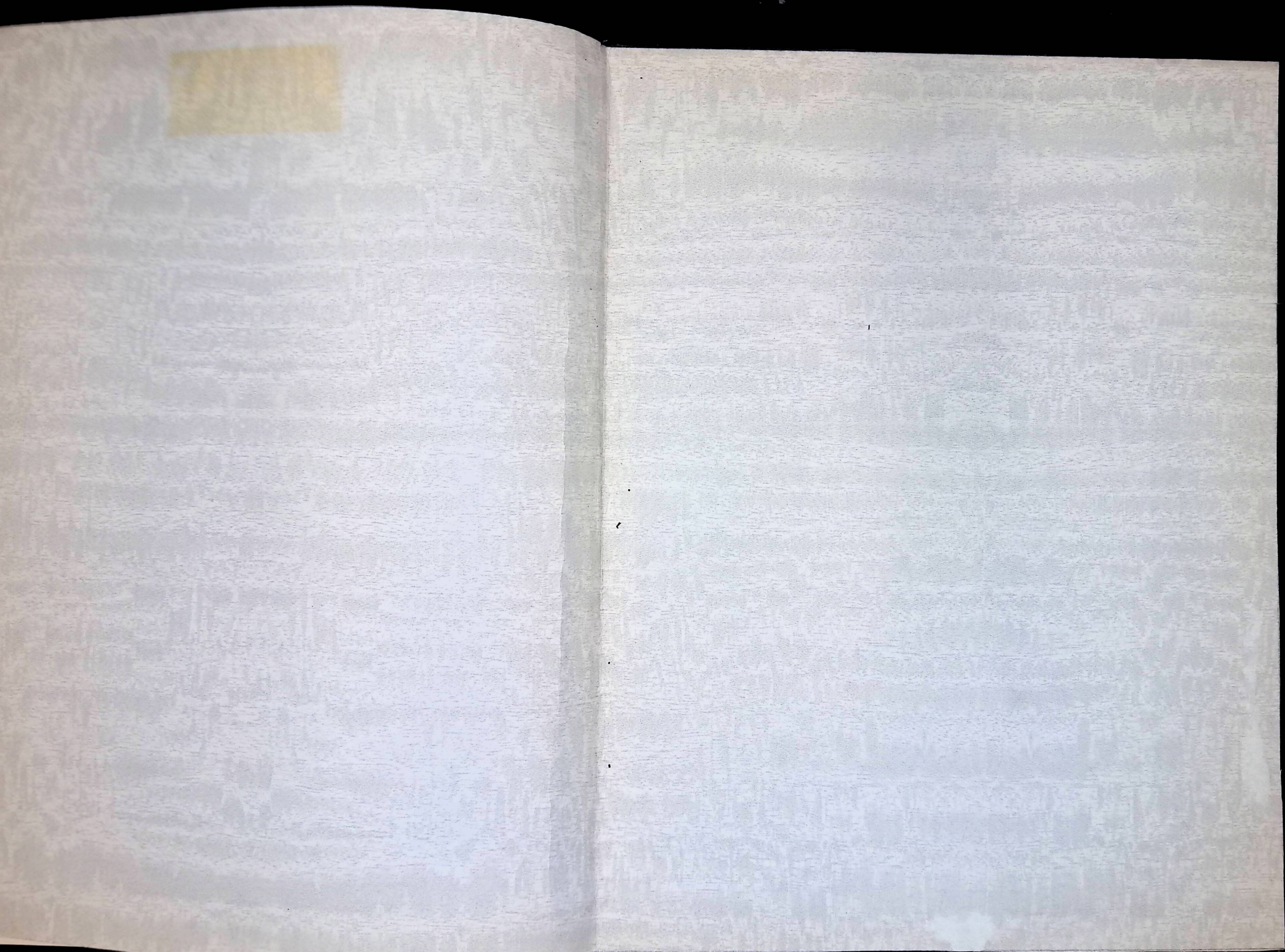
THOUGHTS FOR TODAY

No matter whether you are on the road or in an argument, when you see red, stop!

The dime isn't entirely worthless. It can still be used to unscrew the filling cap on a cigarette lighter.

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