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The Luzerne County News-letter

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VOL. X No. 1 WILKES COLLEGE, WILKES BARRE, PA. JANUARY 15, 1961

INSTITUTE OFFERS THREE COURSES

The Institute of Municipal Government at Wilkes College will present three short courses for municipal officials in its spring semester training program. Beginning January 24, 1961, the Institute will offer a course for police chiefs of larger municipalities. This course will be for fourteen weeks and is designed to acquaint police chiefs with such important topics as: Organization, Prevention of Criminality and Delinquency, Crime Investigation, Vice Control, Communications and Records. Guest lecturers from the Philadelphia Police Academy and State Police Headquarters in Harrisburg will join the instructor, Mr. Philip Tuhy.

Beginning February 10 will be a second course for assessors of North-eastern Pennsylvania counties. The course, offered for ten sessions, is designed to orient these officials to their duties and responsibilities. The course will cover such subjects as: Assessment, Administration, Depth Factors tables, Judicial Standards of Value, Exempt Property, and Property Record Systems. The instructor for this course will be Mr. Edgar H. Wood. Acknowledged experts will join the class on some of the topics.

The third course in the spring semester will be for police officers who have completed the basic police course. This course will begin on February 7 and run for twelve weeks. Such matters as the following will be discussed: Law of Arrest, Use of Force, Search and Seizure, Hearings, Evidence, Witnesses, and Confessions. The instructor will be Mr. Charles A. Connolly, who will bring to the class a wealth of experience and a varied police background.

Certificates of attainment will be awarded to all those who complete the courses.

HIGHWAYS: NO BOON TO CITIES

The following is a reprint from Engineering News-Record of several years ago. Conditions have changed. The great new national highway program will not solve traffic problems in U. S. cities. In fact, it could strangle them with still more vehicular traffic.

"No highway program--however big or elaborate--is of itself the answer to the traffic problems of the great cities. A highway program alone can

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only bring more and more vehicles to the city's already overcrowded streets, creating even greater congestion.

There's a peculiar blind spot in this matter that seems to affect not only the general public and municipal officials--but also many engineers.

The blind spot is in the matter of what must be transported to the cities. What must be brought in is people--not vehicles, people. Considerations of keeping the city alive, getting its work done are concerned primarily with people, not with what transports them.

And, when the traffic problem is recognized as primarily one of moving people, the answer is not hard to find. The answer is mass transportation, rapid transit and railroads. There is no need to argue the point: A single track can carry more people than a 20-lane highway, someone has figured.

We hold no brief for highways vs. rapid transit. Both play a part and both make business for construction men. And, while rapid transit passage is paid for by the user, there is truly no such thing as a "free" road--all highways cost money and must be paid for by someone, of course.

But, there is this difference: In many city areas, the rapid transit facilities exist. They may be outmoded and rattling--but they exist. It may often be cheaper to refurbish them to handle more people than build new intra-city highways. It may be cheaper, in fact, to subsidize rapid transit, which seems a necessity now, than to build more arteries that will pour still more traffic into the hearts of our cities. And, if subsidy is necessary, think of it in the proper perspective: as spending for the movement of people--not as a subsidy to a given railroad or rapid transit line, but as a subsidy to people, and to the city itself."

LIABILITY INSURANCE

Santa Anna, California, has effected a saving of almost 40% on public liability insurance premiums as a result of a formal request for bids. Specifications were based on a model prepared by the California Association of Insurance Agents. Six firms submitted bids, with a nation-wide company specializing in auto insurance receiving the award. The policy offered by the successful bidder was at firm rates for all coverages excepting automotive, and it was the only company that would establish rates that would be unchanged for the life of the policy.

PURCHASING

Ed Grimsley, staff writer of the Richmond (Va.) reported in a recent feature article that the City Board are participating in an unusual experiment that effect on the method of buying governmental supplies involves a consolidation of their purchasing and war. At the moment the consolidation is partial but official so far has been successful and they are confident of the past, the City and the School Board conducted separately and each had its warehouses. This arrangement is a country. A few years ago, however, a consultant proposed if the City and the Board would co-operate. They agreed.

In Buffalo, New York, reflective aluminum street signs passed a nine month test with flying colors. Test results will be reported to the City Council and, if approved, the present steel signs will be replaced. The new signs can be manufactured in place and are about 40¢ cheaper than present signs supplied.

COMPACT CARS

New Jersey reports that its 1960 revenues from compact cars are 4 or 5 million dollars below expectations, and blame the loss on compact cars. New York's estimated loss because of compact cars is 2 million dollars in gas taxes and 1.1 million in registration fees. Gas-tax collections below expectations are based on weight. Gas-tax collections below expectations in Illinois, Ohio, and Florida.

Looking ahead, the Sun Oil Company, of Philadelphia, reports that it would lose 330 million dollars per year in tax revenues by 1970 if compact cars would be a federal loss. Gas-tax revenues are relied on for the nation's road building.

Would a tax boost solve the problem? No, says the Urban Institute. Higher taxes would just cause more people to buy compact cars.

SPEAKING FOR THE REFUSE COLLECTORS

Here is a letter to the Springfield, Massachusetts, City Council about those who gripe about refuse collection. To quote:

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PURCHASING

Ed Grimsley, staff writer of the Richmond (Va.) TIMES DISPATCH,
reported in a recent feature article that the City Government and the School
Board are participating in an unusual experiment that could have a profound
effect on the method of buying governmental supplies and equipment. It
involves a consolidation of their purchasing and warehousing programs.
At the moment the consolidation is partial but officials say the experiment
so far has been successful and they are confident of additional progress. In
the past, the City and the School Board conducted separate purchasing programs
and each had its warehouses. This arrangement is typical throughout the
country. A few years ago, however, a consultant predicted significant savings
if the City and the Board would co-operate. They agreed to try.

In Buffalo, New York, reflective aluminum street signs have passed a
nine month test with flying colors. Test results will be submitted to the
City Council and, if approved, the present steel signs will be gradually
replaced. The new signs can be manufactured in police department shops
and are about 40¢ cheaper than present signs supplied from an outside vendor.

COMPACT CARS

New Jersey reports that its 1960 revenues from gasoline sales may dip
4 or 5 million dollars below expectations, and blames much of the loss on
compact cars. New York's estimated loss because of compacts is almost
2 million dollars in gas taxes and 1.1 million in registration fees, which
are based on weight. Gas-tax collections below expectations are reported
in Illinois, Ohio, and Florida.

Looking ahead, the Sun Oil Company, of Philadelphia, predicts a loss
of 330 million dollars per year in tax revenues by 1965, of which 130 million
would be a federal loss. Gas-tax revenues are relied on to finance much
of the nation's road building.

Would a tax boost solve the problem? No, says the American Petroleum
Institute. Higher taxes would just cause more people to buy small cars.

SPEAKING FOR THE REFUSE COLLECTORS

Here is a letter to the Springfield, Massachusetts UNION which gripes
about those who gripe about refuse collection. To quote:

"We'll start on garbage collections. Some people have underground containers. If these were raised about four inches by putting something under them, they wouldn't get full of water and weigh three times what they should. The garbage men can't dump out the water so it has to go in the truck. Our trucks, the most modern available, haven't got gaskets to keep in the liquid so it dribbles out along the street. Some people replace broken handles with wire or rope, making it more difficult for the collectors.

A few, enough to slow up work, replace the regular containers with common water buckets, about half the size of the original containers, then thoughtlessly dump in garbage to the top of the concrete outer jackets. These are not supposed to be picked up, but when some people call up, the department cooperates by sending a truck and crew to take the garbage away. When trucks and crews are sent on such special jobs, the regular collections are slowed.

People are told when to expect collections, but still cars are often parked right over the containers.

Now for trash. Some cans are as much as 40 years old and, even when empty, weigh three times more than newer ones. Often the cans are left outside with no covers, the contents get soaked and become heavy and hard to handle. Although collection routes are listed, the collectors often have to shout to wake people up in the morning so that they can get in the cellar or garage for the barrels!" Unquote.

THOUGHTS FOR TODAY

One thing about the Middle East--it sure is in the middle.

He who has a sharp tongue soon cuts his own throat.

PUBLICATION

This News-letter, published monthly as a community service, originated in the Institute of Municipal Government of Wilkes College. Notes and inquiries may be addressed to Dr. Hugo V. Mailey, Institute of Municipal Government, Wilkes College, Wilkes-Barre, Pennsylvania.

IMPACT STUDY

A \$90,000 contract by which the city of Wilkes-Barre will be studied and guide for other communities undertaking urban renewal signed by David M. Walker, Commissioner of the Federal Urban Administration. Two-thirds of the cost of the project will be paid by the Federal Government, and the other one-third of the cost will be paid by the State. There is no cost to the city. This project is only one of the many being carried out in the nation and will be the only one of its kind in this area. The results of the study when finished will be distributed to 2300 communities.

The project will apply techniques of data collection, analysis and interpretation to the work being done in Wilkes-Barre. This completed report will serve as a guide to other communities in applying the techniques which will make possible the proper planning and completion of urban renewal projects.

TAX LOSS

Municipal officials in Luzerne County face many problems arising from the figuring the effect of an agreement between Luzerne County and the Anthracite Coal Corporation which cut the anticipated tax revenue. The local municipalities face the prospect of raising money to offset revenue which will be lost from the coal corporation because of the agreement. Additional tax increases might be one of the results in at least a dozen municipalities.

A settlement of Glen Alden's appeal from the 1960 assessments of coal and surface properties gives the coal producing firm a 22% decrease in its tax bill. Hanover Township will bear the brunt of the effects of the decrease, followed by Newport Township, Ashley, and Wilkes-Barre.

The settlement in dollars on the basis of the 1960 assessments will reduce the anticipated total tax yield in the community from \$1,848,201 to \$1,411,389. It gives the company an over-all reduction of \$436,812. The Luzerne County Commissioners stated that they entered into the compromise and settlement because they felt that it represented a real evaluation of anthracite coal production under present conditions. They have also been concerned with a retentive industry since it provides male employment at high rates of pay.

The Luzerne County News-letter

VOL. X NO. 2 WILKES COLLEGE, WILKES-BARRE, PA. FEBRUARY 15, 1961

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IMPACT STUDY

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The project will apply techniques of data collection, analysis and report to the work being done in Wilkes-Barre. This completed report will then serve as a guide to other communities in applying the techniques which will make possible the proper planning and completion of urban renewal projects.

TAX LOSS

Municipal officials in Luzerne County face many problems as they begin figuring the effect of an agreement between Luzerne County and the Glen Alden Coal Corporation which cut the anticipated tax revenue. The local officials face the prospect of raising money to offset revenue which will not be coming from the coal corporation because of the agreement. Additional general tax increases might be one of the results in at least a dozen municipalities.

A settlement of Glen Alden's appeal from the 1960 assessment and valuations of coal and surface properties gives the coal producing firm an approximate 22% decrease in its tax bill. Hanover Township will bear the biggest effects of the decrease, followed by Newport Township, Ashley, and Wilkes-Barre city.

The settlement in dollars on the basis of the 1960 assessments cuts the anticipated total tax yield in the community from \$1,848,201 to \$1,480,388. It gives the company an over-all reduction of \$367,812. The Luzerne County Commissioners stated that they entered into the compromise and settlement because they felt that it represented a real evaluation of anthracite coal under present conditions. They have also been concerned with a retention of the coal industry since it provides male employment at high rates of pay.

JOINT BUYING

The governing bodies of Lower and Upper Southampton, Northampton, and Bensalm Townships, all in Bucks County, have informally agreed to share the expense of purchasing materials and equipment for road maintenance.

Announcement of the joint purchasing plan was made at a session of the Lower Southampton Board of Supervisors by Ray Westerfield, Township manager. Although the agreement has not been put on paper as yet, it is already in effect.

Westerfield said that Lower Southampton, acting on behalf of the other three townships, is advertising for bids for about 150,000 pounds of salt. The salt, and all other materials ordered under the joint purchasing plan will be apportioned among the four townships for their respective road programs.

Lower Southampton Supervisors V.D. Platt and C.A. Stroh have been pushing the cooperative purchase idea for three years. But heretofore, it was in effect between Lower and Upper Southampton only.

STREET SWEEPING

The magazine Public Works reported recently on the savings made by the borough of Leonia, New Jersey, when it went to mechanized street sweeping. Its machine swept 1,766 curb miles of street at a cost of \$3.01 per curb mile, for a total cost of \$5,317.34 consuming 1,019.4 gallons of gasoline, 5 fibre main brooms and 6 steel wire brooms. The gutter wire brooms swept 294 curb miles each; the main brooms swept 353 miles each.

This sweeping cost is based on empirical monthly overhead charge of \$161.68 (made up of \$49.18, an annual interest charge of 6% on the \$10,000 cost of equipment; \$10.50 insurance cost; \$20 garage rental; and \$82 depreciation); to this is added the gasoline cost, operator's time, cost of fibre, cost of steel wire, labor and part costs. Hand sweeping costs came to \$25.00 per curb mile; the \$3.01 per curb mile for 1959 compares favorably with the \$3.54 of 1958, and is a tremendous saving over the hand sweeping, according to the magazine story.

THE WRONG WAY TO RUN A CITY?

One councilman shook his fist in a colleague's face. Another made a motion to abolish a state department. A third decided to "skip some of this stuff in the minutes because it ain't important anyway." It was all in fun, but there were lessons to be learned from the mock council meeting at a conference for mayors and councilmen at Minnesota University.

Improvising from a rough script, men attending the conference played the parts not only of council members, but also of irate citizens wanting everything from an ordinance for bell cats to more courtesy from village employees. The mock council meeting climaxed a day of serious study for the mayors and councilmen, as well as for city managers, clerks and finance officers and public works officials.

"Faculty" for the conference included staff members of the League of Minnesota Municipalities, which co-sponsored the institute.

DISAPPEARING CONCRETE HIGHWAYS

Thousands of miles of expensive concrete roads have disappeared from view in the last 18 years. Most of these roads have had to be covered over with asphalt paving to restore a satisfactory level of riding safety and comfort.

Concrete surfaced highways are actually disappearing from the records of the U.S. Bureau of Public Roads faster than they're being built. A recent report showed that from 1940 to 1958, despite the fact that more than 30,000 new miles of concrete roads were constructed, total concrete mileage decreased by over 50,000 miles. This is a decline in concrete mileage 9,000 miles greater than the entire new Interstate Highway System now being built.

During the same period, according to the Bureau of Public Roads, records show that high type asphalt-paved mileage increased over 180 thousand miles. And today, over 90% of America's paved roads are asphalt-surfaced.

CIVIL DEFENSE

In compliance with agreements with the Office of Civil Defense Mobilization and the Department of Health, Education and Welfare, the following policies regarding the payment of acquisition service charges for surplus federal property for civil defense have been established in Pennsylvania:

1. Political subdivisions will make payments on bills for acquisition service charges on surplus federal property for civil defense to the State Council of Civil Defense. These will be in the form of checks made payable to the Commonwealth of Pennsylvania, State Council of Civil Defense, Surplus Federal Property Program.

2. Although printed checks from the billed political subdivision are preferred, in those instances where separate Civil Defense Funds have been established, printed checks drawn on those accounts will be accepted.

3. Checks in the following classes are not acceptable:

- a. Personal checks
- b. Fire Company checks
- c. School District checks
- d. Money orders
- e. Cashier's checks

In instances of non-compliance with the stated policies, those civil defense organizations lose their privileges to acquire property until acceptable payment is submitted.

Certain civil defense organizations have accepted contributions from individuals and other non-governmental sources to help defray the service of handling charges paid for obtaining Federal surplus property for civil defense purposes.

While not objectionable in itself this could result in practices which violate the intent of the civil defense donation program, particularly if these private individuals or organizations are given possession of such property.

Although the source of a civil defense organization's funds used to pay expenses connected with acquiring the property is a matter of local concern and is required only to be in accord with State and local law, it should be made very clear to all such contributors that donation of such funds does not give a person or firm a right in the property or in its use. Neither does membership in a civil defense organization carry with it any individual rights in donated property or in its use.

All State, county and local civil defense directors are cautioned against practices which violate these principles.

THOUGHTS FOR TODAY

A good woman inspires a man; a brilliant woman interests him; a beautiful woman fascinates him; but a sympathetic woman gets him.

When a man dies the last thing that moves is his heart; when a woman dies, her tongue.

PUBLICATION

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copy The Luzerne County News-letter

VOL. X NO. 3 WILKES COLLEGE, WILKES-BARRE, PA. MARCH 15, 1961

FUELS MONEY USE EXPLAINED

At the March meeting of municipal officials, sponsored by the Institute of Municipal Government, officials of the State Highway Department spoke on "Liquid Fuels Money for Municipalities." In attendance were 65 officials from 22 municipalities in Luzerne and surrounding counties. The speakers were Michael Newcombe, Director of Municipal Services, and Carmen Dapipi, auditor in the same bureau.

Both speakers stressed the regulation by which 75 per cent of the liquid fuels money is allocated for maintenance and 25 per cent for new construction. The municipal officials were reminded that the money allocated for new construction cannot be used for maintenance. When money is used illegally by municipalities, the municipalities may be surcharged. If the municipality does not use its funds for new construction or does not have a project approved, the entire allocation may be lost for the year.

Mr. Newcombe explained that a municipality must have approval for its project before they start in order to receive liquid fuels money, otherwise local officials are liable to surcharge. If a project has been approved and has not been completed within the required time, it must be cancelled and rewritten to avoid surcharge, Newcombe said.

He reminded local officials that they cannot use 1961 funds on a 1960 project. Local officials must observe closely to see if the money is spent on maintenance or new construction.

Mr. Newcombe stated that since June, 1960, any road resurfacing less than 2.5 inches in thickness is maintenance. If a municipality classifies all roads as improved and, therefore, has no new construction projects, a municipality will still receive its full allocation.

Mr. Dapipi explained that liquid fuels money is apportioned on the basis of 60 per cent for mileage and 40 per cent for population. Communities, he said, receive \$1.06 per person based on the 1960 census and \$291.60 per mile based on mileage as approved by the State Highways Department. For a municipality to receive mileage credit for its roads and streets, it must meet the required width. The minimum width for a township road, right-of-way, is 33 feet and for a borough, 40 feet.

WHAT CAN YOU DO WITH A CONCRETE MANHOLE COVER?

What can you do with a cast-iron manhole cover? Authorities in St. Louis, Missouri, found the answer when they visited the local junk dealers. Stolen cast-iron manhole covers are sold for scrap.

To get around the problem, the St. Louis public works people have been replacing the standard covers with concrete covers. What can you do with a concrete manhole cover? Apparently not much. To date, none have been stolen.

CITY WORKSHOP FOR TEACHERS

Twenty-five school teachers in Aurora, Colorado, recently participated in a one-day "Local Government-Teacher Workshop" sponsored by the city government. The workshop began with an orientation talk by City Manager Robert O. Wright accompanied by color slides of municipal facilities. Next was a tour of city offices and the library followed by a bus tour of park and recreation areas, drainage areas, and work under construction. Afternoon tours included the sewage treatment plant, city garage, and police and fire departments. The workshop closed with a critique and question-and-answer session at the city hall. Informational materials were prepared and distributed to the teachers on city government services together with a list of projects indicating how school assignments could be tied specifically to local government operations.

GROWTH OF METROPOLITAN AREAS

Approximately 85 per cent of the increase in the total population of the United States between 1950 and 1960 occurred in standard metropolitan statistical areas (SMSA's), that is, in cities of 50,000 or more and the outlying areas surrounding them. The 209 SMSA's increased by 22.5 million persons, and of this increase 17.6 million occurred in the outlying parts of the SMSA's and 4.9 million in the central cities. Thus the population increase in the outlying parts of the SMSA's accounted for about two-thirds of the total population increase in the United States since 1950, and more than three-fourths of the total increase within SMSA's. The growth of population in the central cities accounted for 19 per cent of the total population increase of the United States and 22 per cent of the increase within SMSA's.

COUNCIL-MANAGER ADOPTIONS IN 1960

A total of 84 cities, towns, and other urban places were added in 1960 to the number of local governments operating under the council-manager plan, according to the Directory of Council-Manager Cities to be published soon by

the International City Managers' Association. Ten cities were removed from the Directory. The net gain for 1960 was 74, making a grand total of 1,756 communities as of January 1, 1961. Of this number, 1,696 are in the United States, one in Puerto Rico, and 59 in Canada.

Five states now have more than 100 council-manager places. California leads with 209 places, followed by Texas with 148, Maine with 138, Michigan with 128, and Pennsylvania with 105. Spokane, Washington, was the largest city that adopted the plan in 1960. The population of all places operating under the council-manager plan now totals 41.5 million.

Twenty cities held referenda during 1960 on continuation of the council-manager plan, and voters in five of these cities decided to abandon the plan: Ottumwa, Iowa; Hot Springs, South Dakota; Rosenberg, Texas; and Marinette and Watertown, Wisconsin.

The first council-manager charter was adopted by a popular vote 49 years ago. Now 49 per cent of all cities in the United States over 25,000 population have council-manager government, and 38 per cent of all cities between 10,000 and 25,000 have this form of government.

In 1960 a total of 339 city manager appointments was made. Of this number, 175 men became managers for the first time. A total of 88 per cent of all managers appointed in 1960 had previous public administration experience. Sixty-seven per cent of the total were managers and former managers (48 per cent) and administrative assistants to managers (19 per cent).

ISSUE INFORMATION BOOKLETS

Salinas, California, recently issued a 16-page booklet entitled Making Salinas Your New Home? as a guide for persons moving into the city. Information is provided on schools, major streets, location of houses with respect to sun and wind, land titles, zoning, building permits, street improvements, and property taxes. The booklet was published and distributed jointly by the city government and the Salinas Board of Realtors. . . . San Antonio, Texas, has issued a Citizen's Guide to the City of San Antonio to provide information on police, fire, general city government, taxes, public health, and other municipal services. The 24-page booklet is liberally illustrated with photographs and line drawings and has a minimum of text. The back cover has a map showing the three area service centers that serve as branch city halls for the convenience of citizens. . . . Riverside, Illinois, recently mailed a folder to village residents entitled For Your Protection. It describes precautions to be taken by homeowners and renters to minimize burglaries. . . . Albuquerque, New Mexico, has issued a booklet, Your Rights in Municipal Court, to outline the rights of defendants and the consequences of guilty and not-guilty pleas. . . . The second issue of Information Please, published by Lower Southampton Township, Bucks County, for the information of their citizens is at hand. It is a breezy, bright, and informative publication.

PURCHASING

Purchasing Week reported recently that voters in St. Paul, Minnesota have approved a joint city and county purchasing operation that is expected to save some \$2 million a year. The new setup merges Ramsey County's 2 million dollar purchasing operation with that of St. Paul which totals \$18 million. The measure was backed by the County Legislative Research Committee and opposed by the St. Paul City Council and Board of County Commissioners. The commissioners tabbed the proposal the "paper clip" bill because some of the claimed savings are in the area of office supplies. St. Paul officials pointed out that the city's purchasing department operates on a budget of \$75,000 a year and could easily absorb the work of buying the \$2.1 million worth of supplies purchased annually for Ramsey County outside of contracts. The city purchasing staff consists of 17 persons.

County Purchasing Agent Harold S. Wickham of the County of Dallas, Dallas, Texas, has put into effect a new system that will pare paperwork by 75% on small purchases by the County's four road and bridge districts. The innovation is a single form with five carbons attached. The carbons take the place of three old forms and eliminate the necessity for maintaining one complete set of files. Mr. Wickham says the new form means that suppliers will get their money faster since the County pays suppliers as soon as it receives an invoice to match up with the County purchase order.

Under the old system, the invoice went out to the supplier who held the contract. The supplier completed a form and then made delivery. Then three more forms were filled out at the shop, with a transfer of various order numbers and the stacking of copies in a file. Eventually, the paperwork got back to the courthouse, to Mr. Wickham's office, to the County Auditor's office, and finally, after being checked, cross-checked, and double-checked, the supplier got his money.

THOUGHTS FOR TODAY

A baby-sitter is somebody who lets the refrigerator get warm and the children get cold.

Coming together is a beginning; keeping together is progress; working together is success.

PUBLICATION

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The Luzerne County News-letter

VOL. X NO. 4 WILKES COLLEGE, WILKES-BARRE, PA. APRIL 15, 1961

LOCAL OFFICIALS' DINNER

The Institute of Municipal Government of Wilkes College will hold the Ninth Annual Dinner for Local Officials in the Wilkes Commons on Thursday, May 18, 1961, at 6:30 P. M. The featured speaker of the evening will be Dr. John H. Ferguson, Director of the Institute of Public Administration at Pennsylvania State University.

Certificates of attainment will be presented to the participants in the Borough and Township Secretaries Course; to the police officers who have participated in the Basic Police Course, the Advanced Police Course, the Small Arms Course, and the Municipal Police Administration Course; and to the participants in both the Assessors Course and the Magistrates Course. Also honored will be the local officials who have served their municipalities for especially long periods of time. This award will be in the form of the Service Award, of the Institute of Municipal Government.

Over 250 local officials will attend the affair. PLAN TO BE THERE.

GOVERNOR SIGNS TAX COLLECTOR BILL

On Tuesday, March 14, 1961, Governor David L. Lawrence signed into law as Act 23, Senate Bill 178. Act 23 amends Section 35 of the Local Tax Collection Law pertaining to the compensation of tax collectors in boroughs and townships of the second class. The words "salary, wages or" are added to the first sentence as follows:

"The tax collector in boroughs and townships of the second class shall receive as compensation for the collection of county, institution, district, borough and township taxes, salary, wages or a commission on all such taxes, to be fixed by the respective taxing authorities levying such taxes not exceeding five per centum of the amount collected."

Section 2 of the new act amends Section 36.1 of the Act added May 16, 1951, (P. L. 314) to read as follows:

"Section 36.1. When any taxing district or taxing authorities propose to either raise or reduce the compensation or salary for the office of an elected tax collector, such action shall be by ordinance

or resolutions finally passed or adopted at least two days prior to the last day fixed by law for candidates to withdraw their names from nomination previous to the day of the municipal election."

Section 3 of Act 23 of 1961, states that the act shall take effect immediately.

As reported in last week's "Capitol Hill Reports," there is some opinion that boroughs may have until two days before the deadline to withdraw from the municipal election to change the compensation of the tax collector, although the prevailing opinion is that March 18th is the deadline. The former opinion would give boroughs until sometime in August to act.

The Pennsylvania State Association of Boroughs supported this bill and worked for its passage. The Association takes no position on the method or rate of tax compensation. We supported the bill because it is the belief of the Association that the borough should have the right to determine the method and rate of the compensation. Cities, school districts, and townships of the first class had this right previously.

SAVINGS ON PUBLIC EMPLOYEE BOND

Zanesville, Ohio, will reduce its annual insurance premium by almost one-half for faithful performance bonds on employees by use of blanket bonds and competitive bidding. The bid specifications asked for a blanket faithful performance bond in an aggregate of \$100,000 to cover all employees in the municipal court and in the offices of the city manager, treasurer, auditor, and for income tax collection and utility billing. The city also asked for a blanket dishonesty bond in the aggregate of \$10,000 to cover about one-half of the other city employees, excluding the fire department and street, sanitation, and water crews. Nineteen proposals were received, but only one followed the specifications strictly. This also was the low bid with a three-year advance premium of \$1,074 or an average of \$358 per year. The city has been paying an annual premium of \$689 for 12 individual faithful performance bonds on specifically named employees and two blanket faithful performance bonds covering 10 employees in tax collection and utility billing. These 14 bonds ranged in amount from \$1,000 to \$25,000.

POLICE LIABILITY ENLARGED

On February 20, 1961, the United States Supreme Court decided the case of *Monroe v. Pape* which was brought under the Federal Civil Rights Act against the City of Chicago and 13 Chicago policemen. The court unanimously agreed that the City of Chicago was not itself liable because the 1871 Congress that adopted the so-called Ku Klux Act had distinctly considered the question of muni-

cipal liability and had determined against including a provision for such liability. It was ruled, however, that the plaintiff had stated a cause of action against the policemen individually.

The plaintiff's claim was that the policemen had broken into his home in the early morning hours, routed the family out of bed, searched every room, emptying drawers and ripping mattress covers. They then took the plaintiff to the station and held him for 10 hours, questioning him about a two-day-old murder. He was not booked nor taken before a magistrate nor permitted to call his family or an attorney. No charges were preferred and no arrest warrant or search warrant was ever issued. The action was brought under Section 1979 of the Revised Statutes (42 USC Sec. 1983). Eight members of the court ruled that the complaint stated a good cause of action against the individual policemen because where the misuse of power is made possible only because the wrongdoers are clothed with the authority of state law, the action is taken "under color of" state law. Justice Frankfurter did feel that the complaint might be allowed to stand as to the allegation that the plaintiff was held in custody for ten hours incommunicado, as he felt that the Illinois decisions were not clear as to whether such detention was unlawful per se.

This decision may very well stimulate others to bring complaints against police actions in the Federal courts. Policemen will undoubtedly be concerned as to this increase in potential litigation against them. It is well to remind all concerned that Act 59 of 1951, enacted with the support of the Michigan Municipal League, authorizes cities and villages to indemnify their policemen for judgements recovered against them, except where the action results from the willful misconduct of the policemen.

Though not specifically mentioned in this statute, many municipalities have seen fit to obtain insurance covering such a risk. At least one Michigan insurance company indicates that it will write this type of insurance as a rider to a general liability policy protecting the city. Where no such general liability policy is carried, this type of risk may be covered only through specialized insurance companies such as Lloyds of London.

WATER WORKS AND SEWAGE PLANT OPERATOR LICENSING BILLS SENT TO COMMITTEE ON PUBLIC HEALTH AND WELFARE

Senate Bills 342 and 344 pertaining to the licensing of water system operators and sewage disposal plant operators respectively have been referred to the Senate Committee on Public Health and Welfare. Senator George Sarraf of Allegheny County is chairman of this Committee. The names of the Senators comprising this committee are listed in "Capitol Hill Reports Number 3."

A comprehensive summary of the contents of these two important bills is carried in this week's "Capitol Hill Reports" under "Bills of Interest Introduced, Boroughs and Authorities."

TRENTON TO BUILD NEW GARBAGE INCINERATOR

Trenton, New Jersey, has applied to the U. S. Community Facilities Administration for a \$103,000 interest-free loan to finance the engineering work on a new city garbage incinerator. This will be applied to the overall cost of the plant and truck garages, estimated at \$1,600,000.

Slated to be constructed near the city's new sewage treatment plant, the incinerator would have a 24-hour operating capacity of 500 tons.

Public Safety Director William J. Waldron says this would be enough to take care of the needs of the city and surrounding townships. Neighboring township officials want their municipalities to join the venture; no decision has been made on this as yet.

The estimated overall cost on the application for Federal planning funds is listed at \$2,200,000. However, Waldron said the cost can be held to about \$1,600,000 by "eliminating some refinements."

RECREATION WORKSHOP

The Pennsylvania Recreation Society will hold its 14th Annual Pennsylvania Recreation Conference in Wilkes-Barre on May 1, 2, and 3, 1961.

The Society has agreed to add an additional session for the citizenry of Wyoming Valley in order to review the general philosophy of recreation. It is the feeling of the organizations sponsoring the workshop as part of the Annual Pennsylvania Recreation Conference that this might be a good time to discuss the whole municipal recreation problem--its philosophy and its function. All local public officials should be interested in the general program of the conference and particularly in the Workshop provided by the Conference.

THOUGHTS FOR TODAY

Sooner or later, every man probably wishes he had married the good cooker instead of the good looker.

It's mighty nice to have untold wealth, except when it's untold on your income tax report.

PUBLICATION

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The Luzerne County News-letter

VOL. X NO. 5 WILKES COLLEGE, WILKES-BARRE, PA. MAY 15, 1961

Wilkes College Library

LOCAL OFFICIALS' DINNER

The Institute of Municipal Government of Wilkes College will hold the Ninth Annual Dinner for Local Officials in the Wilkes Commons on Thursday, May 18, 1961, at 6:30 p. m. The featured speaker of the evening will be Dr. John H. Ferguson, Director of the Institute of Public Administration at Pennsylvania State University.

Certificates of attainment will be presented to the participants in the Borough and Township Secretaries Course; to the police officers who have participated in both the Assessors Course and the Magistrates Course. Also honored will be the local officials who have served their municipalities for especially long periods of time. This award will be in the form of the Service Award of the Institute of Municipal Government.

Over 250 local officials will attend the affair. **PLAN TO BE THERE.**

ALTON SAVES MONEY

A new procedure for purchasing city insurance worked out between the Alton Association of Insurance Agents and the city of Alton, Illinois (pop. 43,047) is saving the city more than \$5,000 annually on automobile and property coverage. Under the cooperative program, one agency is designated by the city as insurance advisor and the costs of its work are paid by the Association of Insurance Agents. After determining the exposures to be insured, the type of insurance and other pertinent requirements, specifications for a policy are prepared by the insurance advisor, reviewed by the city and submitted to the member agents for preparation of sealed bids. Bids are reviewed jointly by the city and the advisor with the award being made by the city manager. Previously, individual policies were obtained for various pieces of equipment and buildings for various coverages. Under the new plan insurance coverage has been increased at premium costs less than under the plan formerly used.

EMPLOYEE'S HANDBOOK

The Township of Lower Merion, Pennsylvania (pop. 59,420) has released a 24-page Employee's Handbook, the first of its type to be published by the township. Intended to promote better employee relations, the handbook covers such topics as hours of work, overtime, pay procedures, promotions, employee benefits,

leave privileges, use of private automobiles on public business, and tips to employees on gratuities, residence requirements, telephone use and personal mail.

WILKES-BARRE TOWNSHIP

The Wilkes-Barre Township Commissioners have appointed a Township Planning Commission to make a study of the future development of the township. Studies will be made of the township's population, economy, housing, land use, schools, recreation areas, thoroughfares, transportation, and general appearance. The Wyoming Valley Industrial Development Committee has expressed an interest in making use of available tracts of land in the township for industrial expansion. The Township Planning Commission will study the possibility of backfilling some of the stripping mine operations in order to promote the industrial expansion within the community.

WHITEHALL TOWNSHIP VS OSWALD

There is no means available under the Uniform Declaratory Judgements Act by which political subdivisions may test the constitutionality or validity of their own ordinances. This right is available only to a person whose rights, status or other legal relations are affected by the ordinance. It cannot reasonably be said that the municipality's rights, status, or other legal relations have been adversely affected by its own deliberately intended enactment, and to construe the Uniform Declaratory Judgements Act as granting such a right to a governmental body would be to encourage legislative irresponsibility and to constitute the courts as legal advisors of municipalities with respect to their legislative enactments.

So said the Supreme Court in the case involving the Township of Whitehall in Lehigh County. This township had enacted an ordinance providing that no person shall occupy any trailer coach for sleeping or living quarters outside a duly permitted trailer park. The chief of police of the township gave notice to Oswald, one of the appellants who purchased and occupied a house trailer, that he was in violation of the ordinance and subject to the fines and penalties provided therein. Without any effort to enforce the ordinance against Oswald, the township filed a petition in the Court of Common Pleas of the county praying a declaratory judgement affirming the constitutionality of the ordinance. The court accepted the township's argument that it was a conflict of judicial opinion as to the constitutionality of the ordinances of this type. The court, therefore, took jurisdiction and decreed that the ordinance was constitutional.

The Court stated that it is unorthodox as it is extraordinary for a municipality to enact an ordinance and then forthwith supplicate a court's determination of its constitutionality. If a question concerning the constitutionality of an ordinance is to be passed upon by a court, it can be done properly only as the sequence of an actual controversy and so long as the ordinance in question validity remains established.

BILLBOARD CONTROL

A July, 1960, court decision in New York held that billboards and other outdoor advertising signs can be a traffic hazard. The decision was rendered by the appellate division of the New York Supreme Court. The case involved efforts of the State Superintendent of Public Works to acquire an easement over land to prohibit the property owner from maintaining outdoor advertising on his private property along the highway. The State contended that this was an exercise of the power of eminent domain for a public purpose, and the court agreed by a four-to-one decision.

PUBLIC SERVICE AWARD PROGRAM

A program for recognizing superior public service has been announced by Radio Station Wdz in Decatur, Illinois. The awards will be granted each month for outstanding work "above and beyond the call of duty." Recommendations will be made by supervisors and department heads, and the radio station news staff will make the final selection. Each winner will receive a United States Savings Bond with a maturity value of \$25, a certificate of commendation, and a letter noting the award for his personal file.

PERSONNEL

A professional training program for city employees in Hollywood, Florida, offers a real incentive for making good grades. The employees enrolling in the program pay all costs in advance. An employee completing the course with a grade of "A" gets a 100 per cent refund; of his costs; a grade of "B" entitles him to a 74 per cent refund; the "C" grade employee gets a 50 per cent refund; and a grade of "D" or failing grade means the student must bear the full cost of the course himself. (The Municipal South, February 1960)

A "human relations" course is required for all city employees under the supervision of the city manager in Roanoke, Virginia. According to the city manager, this course is not only to acquaint employees with good public relations, but also to bring together representatives of various city departments. In this way, an opportunity is provided for employees to discuss, understand, and appreciate the viewpoints of departments other than their own. (The Municipal South, June 1959)

TRAFFIC AND PARKING

If 85 per cent or more drivers violate a speed sign, then the sign should be changed, not the drivers. Slow signs should be placed where there is enough roadside development to cause the drivers to see the reason for the low speed sign. When practically everyone disregards a ridiculous sign, the answer is not to put radar out and make law violators out of safe drivers and respectable citizens, but to change the speed limit to a more realistic one. (Street Engineering, April 1960)

Round street corners are favored over the conventional square corners in Little Rock, Arkansas. The round corners help to speed up traffic at busy intersections. (The Municipal South, February 1960)

Over-night street parking permits cost Milwaukee motorists four dollars per month. This charge is made in order to get the cars off the streets rather than to raise money. Money taken in, however, is used to buy parking lots in both business and residential areas. (American Municipal News, April 1960)

The effect of a highway by-pass on business was tested in Toledo, Ohio. For 45 days no traffic was allowed in the central business district which was converted into a pedestrian mall. After 45 days, 70 per cent of the merchants reported sales higher than a year ago. Away from the mall, only 56 per cent noted improved sales. (The Bullentin, October 1959)

POLICE AND FIRE

Compact cars were chosen for use by Burbank police after a two-year trial period which showed that they had many advantages over a three-wheel motorcycle for parking enforcement. These advantages included: use as an all-weather unit; lower initial cost for the vehicle and the two-way radio; savings of motorcycle pay; and greater comfort and safety for the driver. The cars are equipped with right-hand drive. (Western City, May 1960)

Fire alarm cable is now being installed under the streets in Phoenix, Arizona, in telephone company ducts. The telephone company installs the cable without charge to the city at the same time that it installs telephone lines. (Public Management, January 1960)

THOUGHTS FOR TODAY

The suburbs are where everything is farther away except the first of the month.

Tolerance: The uncomfortable suspicion that the other fellow might be right after all.

PUBLICATION

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The Luzerne County News-letter

VOL. X NO. 6 WILKES COLLEGE, WILKES-BARRE, PA. JUNE 15, 1961

LOCAL OFFICIALS' DINNER

Over 200 local officials and their guests attended the 9th Annual Dinner for local officials in the Wilkes Commons on Thursday, May 18, 1961. The dinner this year attracted the largest attendance in the history of the Institute. Dr. John H. Ferguson, Director of the Institute of Public Administration at Pennsylvania State University delivered the principle address.

Dr. Ferguson described "deep-seated forces," among them population, growth, urbanization and nationalism, which he said are revolutionizing present attitudes and institutions.

"Unless we adapt our attitudes and institutions, these forces will overwhelm us or force us to bypass the institutions which do not respond," he declared. He described problems of adaption as follows: How to divide powers between geographical divisions of government; how to organize these forms of government in the days ahead; how to allocate responsibility as between public and private sector; how to keep governments responsible.

"These forces are more powerful than ever before, and democracy is on trial not only overseas but at home. We must muster all the intelligence we can; we must train young people as well as older people in the art and science of government. We need to double technical skills to a greater extent, encourage and expect of our people greater interest, less lethargy, in political science and government than in the past. It will take a great deal of dedication to achieve."

The expanded program of the Institute, made possible through the generous assistance of the Ford Foundation, included the offering of eight courses in instruction. Certificates of Attainment were presented to 11 people who completed the Municipal Police Course; 27 persons who completed the Magistrates Course; 11 persons who completed the Borough Officials course; 34 police officers who completed the Advanced Police Course; 21 police officers who completed the Small Arms Course; 20 persons who completed the Basic Police Course; 26 Assessors from North Eastern Pennsylvania who completed the Assessor's Course; and 7 who completed a First Aid Course.

In addition, service awards, annually presented by the Institute of Municipal Government for long and faithful public service, were presented to 20 local officials in Luzerne County.

PUBLIC RECREATION - A MAJOR CHALLENGE

The Fourteenth Annual Governor's Conference on Recreation, held early in May, brought to Wilkes-Barre representatives from communities across the state and highlighted the growing concern with the development of public recreation programs.

Locally, the need from emphasis on this portion of our overall services to the people of Wyoming Valley was stressed in the Community Services Study of 1959:

1) Considering Wyoming Valley as a whole, our group work and recreation programs appear to have "grown like Topsy", revealing a lack of overall planning and coordination. The report commented that "the community can no longer justify a pattern of service whereby special groups or selected geographical areas are benefited and other groups or areas neglected

2) "The retarded development of tax-supported recreation in the area adds to the difficulties. . . It is generally accepted that it is the responsibility of tax-supported recreation to provide the floor of facilities and services to meet the. . . needs of the citizens as a whole, and the specific and emerging needs".

3) This situation has resulted in confusion regarding the appropriate functions of voluntary agencies as compared to public (tax-supported) services. It has meant that the United Fund, hard pressed to meet the needs of its member agencies, has been trying to carry the burden of some services which are generally accepted as appropriate for tax support.

4) The study urged the development of public recreation programs in the area, emphasizing the need of working toward the establishment of a County Park and Recreation Board. As there was no planning Council at that time, the study recommended that the Playground and Recreation Association take the lead in promoting the cause of public recreation.

The Association, under the leadership of its new director, John Zerbe, accepted the challenge of these recommendations and set about finding ways to implement them. During the past two years it has worked in several directions

a) It worked actively with the Luzerne County Planning Commission in the preparation of a comprehensive plan for park and recreation service in the county level which was published in December, 1960.

b) It has provided consultant and advisory services to citizen groups in several communities working for more adequate, tax-supported recreation programs.

c) It completed such a plan for the City of Wilkes-Barre. Because of its significance for the entire area, the major steps in this transition are summarized:

WHAT HAS HAPPENED IN WILKES-BARRE

After reviewing all aspects of its program, the Playground and Recreation Association felt the most practical start could be made in helping Wilkes-Barre, which represented the largest single operation of the Association, to develop its own department and program of recreation. At the time, the Association's services to the city consisted of administering and supervising recreation activities. Funds made available from City Council and School Board provided leadership, supplies, and equipment.

The Association prepared a three-year transition program which was presented to the City Council and School Board for consideration. It provided for the following:

1) Establishment of a five member Recreation Board to be responsible for making and enforcing policies for the proposed program. The ordinance creating the Recreation Board was approved in May, 1960 and the five members were officially appointed last November.

2) Participation by the City in the Extension Recreation Program which makes state funds available to qualifying local communities for leadership costs of youth programs. This would enable Wilkes-Barre to receive reimbursement of 62¢ for every \$1.00 spent for leadership, plus 62% reimbursement on a maximum of \$4,800, toward the salary of a full-time director. Under this program, reimbursement is made through local school boards.

3) A three-year financial plan, initiated in the summer of 1960, for the assumption of increased leadership costs until reimbursement starts coming back from the state in 1962.

4) Equalization of City Council and School Board Participation.

This plan has meant that even with a greatly expanded program qualified personnel have been applying for positions far in excess of the positions available. Previously, the Association had barely enough applicants, regardless of qualifications, to man the program.

On March 6, 1961, this plan was approved and Miss Sally Jervis of the Association's Staff was named as director. As of July 1, 1961, the Wilkes-Barre program will be completely independent of the Playground and Recreation Association. It is to be hoped that this plan will serve as both incentive and model to other communities in the area, and to the establishment of a county-wide department of parks and recreation.

LAWS AFFECTING LOCAL GOVERNMENT

Act 89--Provides that supervisors, assessors, auditors, and tax collectors of second class townships must be electors of the township in order to be eligible for office.

Act 97-- Authorizes second class townships to condemn land for garbage disposal and land fill operations.

Act 93--Permits boroughs to make appropriations to industrial development agencies.

Act 84--Authorizes cities of the third class to install traffic signals on all local highways within such cities without prior approval of the Secretary of highways subject to uniform standards.

THOUGHTS FOR TODAY

Parents spend the first part of a child's life urging him to walk and talk, and the rest of his childhood getting him to sit down and keep quiet.

Many a man who marries a wisp of a girl is astonished at the will o' the wisp.

PUBLICATION

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The Luzerne County News-letter

VOL. X NO. 7 WILKES COLLEGE, WILKES-BARRE, PA. JULY 15, 1961

Wilkes College Library

JUL 20 1961

HOUSING RENEWAL MUST REPLACE CLEARANCE

A vaccine to guarantee a neighborhood against becoming a slum has been devised by George M. Raymond, planning professor and consultant, Pratt Institute, and has been widely discussed by urban renewal participants through the National Association of Housing and Redevelopment Officials.

We cannot move all the people from the deteriorating parts of our cities nor can we afford to clear and rebuild all these sections. However, property owners and local governments hesitate to invest in a neighborhood which is beginning to run down. They do not modernize residences or public services such as schools and sewers because the gradual deterioration soon will result in slum clearance, and a waste of the new investment. The result is that no action is taken to keep older neighborhoods from slipping into slums.

If we could guarantee that buildings would be replaced when they became too old to serve properly, it would pay to spot-clear dilapidated structures, rehabilitates sound but aging dwellings, and modernize public services, including traffic patterns.

Time Zoning

Time zoning is the vaccine which Professor Raymond prescribes against the decay of a part of a neighborhood which infects the whole.

Under Mr. Raymond's plan, older neighborhoods could be improved through government financed clearance of the worst parts, government backed financing for rehabilitating other parts, and improved public service. Then, a time limit would be set for the use of all the buildings. Each building's useful life after rehabilitation would be bought by the government. It would be similar to the government's buying the land and giving the former owner a lease for the estimated useful life of the structure.

A plan for the continual up-dating of the neighborhood would be developed showing what will become of the property after its present

use is prohibited, so that each property owner will know where open spaces and playgrounds, new homes, and schools will be built.

City payments to property owners for the value of the property which it is taking away by time-zoning would be partially reimbursed by the federal government under present renewal laws. Payment to property owners is needed because slum property usually has an actual economic value even after its socially useful life is ended.

Ground Leases

A device similar to time-zoning --ground leasing--is used successfully in Europe to limit the life of structures and return property to public control periodically.

Others working on urban renewal have expressed some criticisms of Professor Raymond's plan at conferences of the National Association of Housing and Redevelopment Officials and in the association's journal.

Some are afraid that a property owner will allow his building to run down as the end of its legal life approaches. Mr. Raymond replies that this is not Europe's experience with ground leases. The government retains influence on the building's upkeep through building code enforcement. Continuous renewal involves the least amount of government intervention which can assure a continually livable community.

COMMUNITY OPINION SURVEY GUIDES COUNCIL ACTION

A community opinion survey in Boyne City, Michigan(2,797), has provided guidelines for policy actions by the city commission as well as indicating areas where citizens are not well informed on their city government.

A brief eight-item survey questionnaire was prepared so that citizens could check yes-or-no answers on election day in November. Ballots were distributed by large employers in the community and were made available through other sources. The local newspaper gave considerable publicity to the survey to build up interest. The questions dealt with zoning, an increase in water rates, a special street improvement tax, improvement of the city dock, continuance of the city trailer park, use of special assessments, expansion of the city airport, and discontinuance of the town clock.

The results seem to indicate that people will not vote for programs

and improvements unless they are reasonably well informed through public information programs. Zoning, for example, which is essential to orderly community development, was approved by the narrow margin of 175 to 166. Other essential items such as special assessments for street, sewer, and water improvements, and expansion of the municipal airport were turned down decisively even though a great need for these actions was evident.

The greatest benefit of a survey of this kind is the information it provides for the city commission in planning future programs and in stimulating citizen interest in programs and projects needed for the economic well-being of the community.

HEALTH, SAFETY, AND WELFARE

Crash tests, conducted by the California Division of Highways, determined that the combination cable--chain link barrier satisfied all criteria as the most efficient of the 15 barriers tested. It functioned efficiently both in low-speed, low-angle collisions and in high-speed and high angle collisions with buses. It also will support a growth of ivy or other vines to serve as a screen. (Civil Engineering, Nov. 1959)

Speeding ambulances have killed more people than they have saved, according to a committee appointed by the American College of Surgeons to study problems involved in transporting injured persons to hospitals. According to a report of the committee's findings: "Speed is, for practical purposes, seldom, if ever, a factor in the preservation of a life. And speeding ambulances have occasioned more traffic deaths than lives saved by rushing pell-mell to medical facilities." (The Knoxville News Sentinel, January 15, 1960)

FEDERAL TRANSPORTATION TAX ON FREIGHT CHARGES

A ruling of the United States Bureau of Internal Revenue relating to the three-per-cent tax on freight charges is of unusual interest to boroughs since municipalities have to absorb the tax in the cost of contracts if the shipment of materials going into the performance of their contracts is not handled in a manner which permits the taking advantage of the municipal exemption from federal taxes.

The ruling modifies the requirements of the Internal Revenue Code regarding exemptions from the three-per-cent Transportation Tax as follows:

"1. A contractor doing work for a State, County, or City may have materials shipped to the State, County, or City, c/o himself, in

order to avoid paying the three per cent Federal Transportation Tax on freight charges, provided he has written approval to do so from the State, County, or City.

"2. A general authorization by the State, County, or City is not sufficient. The authorization obtained by the contractor must identify the specific contract of project involved.

"3. The supplier of the materials must obtain a written certificate from the contractor certifying that he (the contractor) has obtained the proper authorization; such as, 'Authorized by bid,' 'Authorized by contract,' 'Authorized by letter,' etc.

"4. A verbal statement by the contractor to the supplier claiming that he has the proper authorization is insufficient. It must be in writing.

"5. Since the supplier prepares the bill-of-lading showing how the shipments are consigned, such as, 'Borough of Blankville, c/o John Doe Consturction Company, Blankville, Pennsylvania,' they are held responsible for maintaining proper records to back up the authorization to make shipments this way.

"6. If the suppliers are audited by the Bureau of Internal Revenue, and their bills-of-lading are not backed up by the proper certificates from contractors, they will have to pay the three per cent federal transportation tax.

"Do not criticize your supplier if he demands your prompt cooperation in this matter." (The Borough Bulletin, May, 1961)

THOUGHTS FOR TODAY

A man, head over heels in love, usually gets back on his feet after he's married.

If you agree that it's poor judgement to quarrel before company, remember that two is company.

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The Luzerne County News-letter

VOL. X NO. 8 WILKES COLLEGE, WILKES-BARRE, PA. AUGUST 15, 1961

FIRST ANNUAL COMMUNITY GROWTH CONFERENCE

This First Annual COMMUNITY GROWTH CONFERENCE will provide an opportunity for the exchange of ideas among the various organizations and individuals concerned with the solution of the more practical problems related to the social and economic well-being of our area. The CONFERENCE will bring together all those people interested in planning for the area. It is designed to set a pattern for future cooperative efforts among local government officials, builders, realtors, industrialists, developers, and interested citizens.

In examining the more vital problems of our area, the sponsors of the COMMUNITY GROWTH CONFERENCE hope to benefit from sharing experiences with nationally known authorities who will participate in the CONFERENCE with us.

The First Annual COMMUNITY GROWTH CONFERENCE will be held at Wilkes College on Wednesday, September 27, 1961.

Watch for the final program announcement and registration form. DON'T MISS THIS IMPORTANT MEETING! MARK THIS DATE ON YOUR CALENDAR!

LAWS AFFECTING LOCAL GOVERNMENT

Act 62--Authorizes boroughs to have recreation boards of either five or seven members.

Act 55--Provides for a vice-president of the borough council and specifies the duties of the president and vice-president of the council.

Act 56--Permits a borough council to appeal the findings of the Civil Service Commission.

Act 54--Provides that copies of budget ordinances for third class cities shall be filed in the office of the Department of Internal Affairs

within thirty days after adoption.

Act 69--Authorizes that bids in first class townships shall be publicly opened and read at a public meeting of a committee appointed by the commissioners or at an open meeting of the commissioners and that the contract shall be awarded at a subsequent meeting of the commissioners.

POST OFFICE--WILKES-BARRE

Wilkes-Barre may be getting a \$2,500,000 ultramodern post office to be built by private interests on a lease back contract and return tax revenue to the city government. Three potential sites are under consideration--a plot facing South Main Street in the Hazel Street Urban Renewal Project Area, a plot along South Pennsylvania Avenue now occupied by the Lehigh Valley Station, an area on South Washington Street between St. Mary's Church and the South Street Bridge.

The city officials are most interested in the lease back arrangement in view of the fact that tax revenue will be provided for the city. It will be leased by the Post Office Department. In this way the structure, leased to the U. S. Government, will be a taxable item for local government.

NANTICOKE

The federal government has granted Nanticoke Redevelopment Authority an additional \$161,483 to expedite its downtown business district urban renewal project. The appropriation is based on progress made to date and supplemental grants totaling \$330,081 the city previously received. A Nanticoke agency has already purchased 48 properties; options have been taken on 11 others.

WILKES-BARRE

Wilkes-Barre has been refused a stay of proceedings by Dauphin County Court in the city's appeal from an order of State Sanitary Water Board to construct a sewage treatment plant. The city motion was refused on the ground that the city has an appeal pending from the adjudication of State Sanitary Board and that under the circumstances the Commonwealth would not be in a position to bring a lawsuit while the appeal is pending before the court. The appeal will be argued in October.

A BEAUTIFICATION DETECTIVE FORCE

A detective force is now part of the Birmingham Beautification Board. The City is divided into sections and a member of the Board is

assigned to canvas a certain area once every three months, taking pictures of unsightly and littered places. When the information has been completed and turned in to the Board, a letter and photograph of the littered spot are mailed to the property owner, with the request that he take steps to improve the site. (Keep America Beautiful)

YMCA v. CITY OF READING

In an appeal from the decision of the court of common pleas, Berks County (reported in 51 Mun. 67), the Supreme Court of Pennsylvania upheld the decision of the lower court that the portion of the YMCA property used for dormitories and for a coffee shop should be exempt from the real estate tax. It reversed the decision of the lower court that the portion of the building rented to other charitable organizations as office space should be tax exempt, and ruled that this space should be subject to the local estate tax.

BETTER NOT SLASH THE SANITATION DEPARTMENT

Firemen in Kawano, Japan, angered by plans of city officials to reduce fire department personnel, turned hoses from 11 pumps on city hall, drenching assemblymen and flooding the telephone exchange and the mayor's office.

SEWER PERMITS REQUIRED

Officials of 2,500 municipalities in Pennsylvania have been notified that it is unlawful to construct sewers without a prior permit from the Sanitary Water Board.

Letters have been sent by the State Health Department to all cities, boroughs, and townships, informing them that before any sewer can be constructed or extended, an application must be made to the Board and a Board Permit secured.

Dr. C. L. Wilbar, Jr., State Health Secretary and Sanitary Water Board Chairman, explained that during 1960 it was necessary for the Board to issue seven "cease and desist" orders to municipalities found to be building sewers illegally.

"Permits are necessary", Dr. Wilbar said, "before sewers can be built to make certain they do not cause additional pollution where Board orders for treatment plants have not been complied with or where existing treatment plants are already operating at capacity."

Occasionally developers of housing subdivisions build sewers without first obtaining Board approval. Before agreeing to allow a hookup with a municipal sewerage system the municipality must secure a Board permit.

MANUALS AND PR MATERIALS

Pontiac, Michigan, recently issued a Homeowners Handbook to provide information on building, zoning, and other regulatory codes and ordinances. Precise information is provided on ordinance requirements, where to obtain facts on permits, penalties, and appeal procedures. A home improvement checklist provides data on contractors, inspectors, and signing contracts. The concluding section provides information on special inspections that will be made in urban renewal areas for home improvement and conservation activities.

ACCOUNT CLASSIFICATION MANUAL

The City of Rockville, Md., (pop. 26,090) has prepared a "Manual of Standard Classification of Accounts." Prepared by the department of finance, the Manual is the first document of its type in the City's history to bring together in one publication a systematic presentation of the classification and codification of accounts used by Rockville in its general accounting. Revenues are classified by source; expenditures are classified by function, activity, and object. Each account is briefly described and accounts are numerically coded.

THOUGHTS FOR TODAY

Parents spend the first part of a child's life urging him to walk and talk and the rest of his childhood getting him to sit down and keep quiet.

A married man soon realizes that it not only doesn't pay to argue with his wife but also that the hours are too long.

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

The Luzerne County News-letter

Wilkes College Library

VOL. X NO. 9 WILKES COLLEGE, WILKES-BARRE, PA. SEPTEMBER 15, 1961
SEP 21 1961

FIRST ANNUAL COMMUNITY GROWTH CONFERENCE

The First Annual COMMUNITY GROWTH CONFERENCE will be held at Wilkes College on Wednesday, September 27, 1961.

The First Annual COMMUNITY GROWTH CONFERENCE will provide an opportunity for the exchange of ideas among the various organizations and individuals concerned with the solution of the more practical problems related to the social and economic well-being of our area. The CONFERENCE will bring together all those people interested in planning for the area. It is designed to set a pattern for future cooperative efforts among local government officials, builders, realtors, industrialists, developers, and interested citizens.

In an attempt to come to grips with the more pressing problems of our area, the sponsors of the COMMUNITY GROWTH CONFERENCE are pleased to provide this unique opportunity to share experiences with nationally known authorities who will participate in the CONFERENCE with us.

In many smaller communities there is no need to engage in long range renewal projects involving the tearing down of buildings. The need may be one of conservation. One of the present purposes of the Housing Act of 1954 is to renew those neighborhoods which are basically sound but are beginning to show evidence of deterioration. Such neighborhoods can be up-graded through cooperative efforts of public agencies and individuals who own properties.

It would seem that this objective is one well within the reach of smaller communities in developing a program for Community Improvement (Workable Program), a responsibility which the locality can assume for eliminating and preventing blight. Since this Program is of vital interest to all local governments, every local official should make a determined effort to attend this meeting. It will afford an excellent opportunity for local officials to hear from an informed federal official how local communities can participate in the conservation.

DON'T MISS THIS IMPORTANT MEETING! MARK THIS DATE ON YOUR CALENDAR!

SHORT COURSES

The Institute of Municipal Government will again conduct a number of in-service training courses for municipal officials. These courses are designed to make available to elected and appointed officials the means of improving in the performance of their duties.

The courses being offered this fall semester include: Small Arms, an introductory course for police officers in the care and use of the revolver; School Educational Secretaries Course, a review of the basic principles necessary for the proper functioning of a school office staff; Planning, a survey course concerning the fundamentals of planning; Penal Code, a refresher course concerning the fundamentals of planning; the elements of the penal code of 1939 and as subsequently amended; Highway Maintenance, an introductory course in the techniques and methods for the proper construction and maintenance of roads and streets; and Municipal Fire Administration, a comprehensive course for command officers covering the basic techniques of departmental organization and management.

LOCAL IMPROVEMENTS

Local improvements made right in our own midst may be so "obvious" that we take them for granted. A great deal of "face lifting" has been going on in the city of Wilkes-Barre and its environs, concrete evidence that many have faith and confidence in the future of the Valley.

Many improvements have been made in Central City where many of the commercial establishments have remodeled and improved their fronts. In addition to the numerous open air parking lots, there is the new Miners Bank 400 car parkade which adjoins the 168 car parking ramp of the Boston Store. Soon the Parking Authority will begin construction of a million dollar, 500 car garage, to be located between South Washington Street and Dier Lane, north of Jefferson Lane. Provision is being made for both access and exit from South Washington Street and South Main Street.

With the cooperation of the Wilkes-Barre City Parks Department the Greater Wilkes-Barre Junior Chamber of Commerce has undertaken the tremendous project of clearing and beautifying Nesbitt Park---the jungle that lies on the Kingston side of the River between the North Street Bridge and the Market Street Bridge. This area will be turned into a parking site and a recreational area.

These and many more improvements are beginning to reflect the progressive attitude of the people of Wyoming Valley. **THE VALLEY IS ON THE MOVE.**

RIVER DEVELOPMENTS

The first major steps in the formation of a Susquehanna River Basin water resources organization have been taken with preliminary meetings and appointment of a steering committee to draw up by-laws for such an organization. The early discussion has centered on the mechanics of setting up such an association along the Susquehanna River for the purpose of flood control, recreation, sanitation and pollution control, soil conservation, industrial growth, irrigation and reclamation, and water supply. At the invitation of Mayor Frank Slattery of Wilkes-Barre, Frank W. Dressler, Executive Director of the Water Resources Association of the Delaware River Basin, explained the formation of his organization along the Delaware River. Congressman Daniel J. Flood and Major General William F. Cassidy, Director of Civil Works for Army Engineers, have already testified before a subcommittee of the Agriculture Committee of the House of Representatives on a resolution authorizing a two million dollar comprehensive survey of the whole Susquehanna River Basin. The purpose of the contemplated water resources association is to look beyond the proposed survey and assist in making recommendations on the projects on the River Basin and solicit public support for many of the projects intended for the Basin.

Committee officials attending preliminary discussion meetings came from the following areas: Wilkes-Barre, Birmingham, Sunbury, Nanticoke, Harrisburg, Scranton, Williamsport, Lockhaven, Clearfield, and Havre-de-Grace.

WEST SIDE PLANNING

Community leaders on the West Side have expressed an interest in concerted planning for the whole West Side area. Several meetings have already been held to coordinate future planning for the various municipalities of the River. With Courtdale and Larksville taking action, this makes 4 of the 9 boroughs proposed to be included in the regional planning commission to coordinate planning upon the West Side. Such a regional commission will have one representative from 9 of the boroughs who will be entitled to have one vote. In this way a comprehensive regional plan can be developed in such areas as street and highway transportation, housing, schools, recreation, land use, utilities, and subdivision regulations. Only with proper regional planning can many problems be solved cooperatively and money spent more wisely.

STRIP MINING LEGISLATION

After much bickering and many setbacks compromise legislation on back filling of strip mines was finally passed by the general assembly last month. It has been held that strip mining not only constituted a menace to health and safety but also impeded the future economic devel-

opment of the anthracite area. Strip mining abuses have been in need of correction. While in many respects the enacted legislation may be weak, it is a step forward in assisting the whole anthracite area to rehabilitate itself. It is a start and will be of some benefit to those hard working civic leaders who have sought stronger back filling legislation in the past.

The regulations would require abandoned pits within 750 feet of churches, institutes, homes, built up areas, schools, and cemeteries to be refilled to the top of the highest wall if they are more than 75 feet in depth. If under 75 feet the strip mining operator would be required to cover the bottom of the pit with 5 feet of earth.

Many local groups, including the Greater Wilkes-Barre Real Estate Board, the Chamber of Commerce, and the Luzerne County United Community Development Conference, were among those who urged stronger legislation. The Wyoming Valley community groups stated that present practices have been detrimental to the important industrial development program.

LAWS AFFECTING LOCAL GOVERNMENT

Act 109--Redesignates the burgess as the Mayor.

Act 223--Specifically exempts all property used for public highway from taxation.

THOUGHTS FOR TODAY

A bride is someone who wants her silver to be sterling and her husband to be stainless.

A free country is one where you don't have to get permission to travel except from the finance company.

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The Luzerne County News-letter

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EXCERPTS FROM FIRST ANNUAL COMMUNITY GROWTH CONFERENCE

"The future demands a fresh outlook and unfettered imagination. I believe with all my heart that if a city or a community is worth saving it can be saved. There are some towns, undoubtedly, which would scarcely justify the effort it would cost to save them, but they are not located in this valley. They are not Wilkes-Barre, or Hazleton, or neighboring Scranton. For these communities possess far more than the richest anthracite fields on earth. They possess the attractive surroundings, the strategic locations, the water, and the raw materials which form the foundations upon which any thriving human settlement must build....

"Community planning requires only that you have a point of view on three basic issues: first, know what your present difficulties are; second, know where you want to go; third, decide the best way to get there; and fourth, sell these points of view to the community so that you can find the energy and leadership to achieve the results you are after....

"But remember, there is no magic in the word "planning". Nothing happens miraculously merely through the creation of a planning agency. The people involved must have vision, must have an understanding of the potentiality of the planning process, must have a willingness to study the field and then to find out what tools are available to them and how they have worked in similar circumstances elsewhere. There must be a willingness to support these activities not only on the part of the elected officials but also by the community as a whole. And this is your job. No one in Harrisburg or Washington can do it for you.

"The raw resources are here for growth. You stand at the end of an era--the era when you depended upon the market for one commodity to sustain you. Now you must change your focus, as you have already done in the field of industrial development, and shift your gaze to a broader, more diversified view of your role in a growing America."

How Do You Plan for Community Growth?
Francis A. Pitkin, Executive Director
Pennsylvania State Planning Board

... "In order that industry's place within the community be better understood the local citizens must be informed of the assets and liabilities connected with industrial development. Industry must be willing to cooperate on problems arising as a consequence of industrial growth, such as over-crowding in housing and schools, increased automobile and truck traffic on local streets, and the like. And of equal importance, the local people must be made aware of industry's willingness to cooperate on such matters.

"On the other hand, the community must be willing to cooperate with the corporate citizen in such a way that, within the framework of its resources, it makes such services available to industry as are needed for industry's development. Also, the community must not attempt to wrench from industry more than its proper share in paying for local services. The will for cooperation must exist on both sides, and the terms for it must be worked out carefully--before situations of tension between industry and the community develop. The community and industry can and must create mutually beneficial relations with each other. To ensure the continuance of this desirable relationship, both must periodically, or better, still appraise the prevailing attitudes each holds toward the other.

"In summary then, industry's role in community development is threefold:

First, industry contributes directly to the economic well-being of the community through the employment it provides; the wages it pays the taxes and other financial contributions it makes to the local treasury and charitable institutions; and the business and income it stimulates in other ancillary industries and service occupations in the community. Thus, industry has an obligation to itself and the community to operate in such a way that it remains economically healthy and competitive.

"Second, industry plays an indirect role in community development through the influence it exerts on industry--seeking communities by way of its emphasis on the quantity and quality of local facilities and services in selecting sites for new or expanded plant facilities. Many communities have upgraded local conditions in the hope that such improvements would make their town more attractive to prospective site seekers.

"And third, industry plays a cooperative role in community development by actively participating in community affairs and helping to solve local problems."

The Role of Industry in Community
Development
Max S. Wehrly, Executive Director
Urban Land Institute

"Financing is the key to all development, whether it be public or private. We can plan, we can zone, and we can dream, but we have to be practical and nothing is accomplished unless it can be financed, and the users of our end product are satisfied with the results. You cannot sensibly force growth and have it economically sound....

"There is no set pattern for financing growth. If the elements that justify it are there, or can be developed, both demand for use and financing will be found available. Because the types of properties to be developed and the users vary widely, both as to their special nature and credit of the users, all types of financing are required in the early stages. But the original real estate development decisions are influenced substantially by financing ability. It is typical in the business to have a buyer finance a major portion of the investment by purchase money mortgage, syndication, second mortgages, front money loans--or a combination of all of them....

"The local financial climate and local confidence has a lot to do with fixing prices and establishing current values. On Urban Redevelopment the statement that we hear quite often that the Government pays two-thirds and the City one-third of the net cost of urban renewal is true as far as it goes, but it is misleading.

"The funds available for study and planning and the right of condemnation are tremendous tools, but although Urban Renewal has existed for over a decade, and has included acquisition funds, actual accomplishment of new private building in connection with it have appeared to be rather negligible.

"This is not critical of past or present administration of the program; actually it is complimentary, as haste does not produce sound planning. Also, there is a distinct question as to how much Urban Renewal any given area can afford in a short period, or, unless it is actually accompanied by sound growth and increasing employment, in the immediate area involved....

"Our experience seems to indicate that many facts gathered by hard work in many agencies need coordination and interpretation to be really meaningful in relation to the fiscal problems of the area involved. Surely some of the experiences of your bankers in studying the resources of communities, and of private businesses, and calculating the risks of courses of action which require financing, can be applied to local urban renewal problems to assist communities and potential developers to reach sound investment decisions...."

Financing Needed for Community Growth
William F. Keesler, Senior Vice President
The First National Bank of Boston

"Simple logic would tell us that it is often more economical to repair and modernize an existing structure than to tear it down and start fresh. The same can be said for a neighborhood area. The decision--clearance or conservation--is not always a simple one, but we are growing in knowledge and are accumulating a more proficient set of tools.

"The economics of urban renewal indicate that conservation is a potent means for attaining the manifold objectives of renewal. First, if you will pardon an apparent prejudice, the Federal Government is quite naturally interested in getting the most from its money invested in urban renewal. Where this money can eliminate a future requirement for a greater sum invested in clearance projects, it is money well spent. Second, the municipalities involved surely are interested in economy. Economically, then, the city benefits in that many potential problems can be obviated through wise conservation planning, and, out of a given municipal budget, more can be accomplished. Third, the individuals within a conservation area, and here should be our primary concern, are provided with a means for improved living opportunities, with a minimum of inconvenience.

"Most conservation projects will involve some clearance. From the viewpoint of the entire project, then, the procedures are the same as for a clearance project. The same series of applications, the same Federal Grant ratios, and so forth. The most obvious difference is one which we have already noted. For a given project, where conservation is feasible, costs will be lower for conservation than for a clearance effort in the same project."

Conservation in Urban Renewal Areas
James T. Leigh, Deputy Regional Director
Urban Renewal

THOUGHTS FOR TODAY

By the time most men learn to behave themselves, they're too old to do anything else.

A good salesman is the fellow who can convince his wife she looks fat in a fur coat.

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The Luzerne County News-letter

VOL. X NO. 11 WILKES COLLEGE, WILKES-BARRE, PA. NOVEMBER 15, 1961

LOCAL OFFICIALS DINNER

The Institute of Municipal Government of Wilkes College will hold the bi-monthly dinner for local officials in the Wilkes Commons on Wednesday, November 15, 1961, at 6:30 P. M. The featured speaker for the evening will be Mr. Robert H. McKinney, Jr., Pottstown Borough Manager, who will discuss "The Manager Form of Government."

Although there are few manager forms of government in Northeastern Pennsylvania, more municipalities than ever before are adopting this form of government. Mr. McKinney will discuss the role and the function of the manager in local government. Mr. McKinney has served as President of the Association of Pennsylvania Municipal Managers.

The Luzerne County Boroughs Association will hold an important meeting following the remarks of Mr. McKinney. In view of the importance of this meeting, every borough should be represented.

EXCERPT FROM FIRST ANNUAL COMMUNITY GROWTH CONFERENCE

"It is widely recognized that present land use controls are often inadequate in their approach to land use and development. They are inadequate in the sense that they provide too little flexibility for situations in which variations from normal procedures are called for, and inadequate in allowing room for the exercise of imagination. . . .

"Many zoning ordinances trace their roots back to the concept of land development as it used to be practiced on an individual lot by lot basis. Today, however, most new development is undertaken by subdividers, who take a tract of land and develop plans for the entire area, frequently including provision for other activities, in addition to residential uses. We should think in terms of land and its use as a large scale matter, and of the relationship of a piece of land to its total surroundings. . . .

"With very great population growth facing us, especially in the urban areas, we must find means of accommodating great numbers of people in ways that will not waste our land. . . .

"Out of this survey, the most promising proposals are those relating to density control zoning, under which the density of a given area is established, rather than fixed specifications for individual lot sizes, frontage and yard requirements; cluster zoning, in which buildings are specifically grouped in convenient arrangements, each with private yard space of its own, but with the excess space grouped into a common usable open area, rather than made a part of each individual lot; planned unit developments, in which outright provision is made for a combination of dwelling and use types within an overall tract, on a previously arranged basis, thus avoiding the homogeneity of a mass of housing types all of the same character.

"A relatively simple device, which yet offers latitude, is that of average lot size zoning, in lieu of fixed minimum lot sizes. Instead of a standard minimum requirement of 12,000 square foot lots, the ordinance could provide for an average of 12,000 square feet, allowing some lots to be developed as low as 9,000 square feet and some within the same subdivision up to about 15,000 square feet. In this way variety and allowance for terrain variation can be introduced.

"Good planning will incorporate more and more of these ideas, and to the extent that you consider them in the future development of this County, there will be that much more progress toward an environment which will be increasingly beneficial to the overall economic picture."

Flexible Zoning

Robert C. Ledermann, Director
Community Facilities & Urban Renewal
National Association of Home Builders

DEBT LIMIT REVISION SIGNED BY GOVERNOR

Senate Bill 491 was signed into law as Act 398 by Governor Lawrence last week. The new law amends the Municipal Borrowing Law to base the constitutional borrowing capacities of local governments on the market rather than on the assessed valuation of real property. The new law permits borrowing up to two percent of market value by councilmanic action and an additional five percent of market value upon the approval of the electorate.

The new law raised the outdated debt limits of local governments and standardized these limits throughout the state.

There is some indication that local governments will have to wait for a court decision before making use of this new law.

CHARGE FOR THE SERVICE

The mayor and council of Berlin, Wisconsin, reflecting public opinion, early this year passed an ordinance which prohibits the owners of large lots from depositing snow on city streets unless they do so under specified charges.

For years, filling-station operators, supermarket managers and others who maintained large open expanses had pushed the fallen snow from their lots onto city streets. There it causes a problem and slowed the snow-removal operations of the Department of Public Works substantially. It resulted, too, in more overtime, a drain on the snow-removal budget.

Two solutions were apparent. One was to require these owners to find someone who would remove their snow, a difficult task in a city of less than 5,000 population. The other was to continue the snow-removal by city forces with regulation of and a payment for the service. The choice of the second resulted in Ordinance A-18 which the council unanimously passed last January.

These are the provisions of the Ordinance:

No one shall deposit any snow, leaves or debris from private property onto public property except as covered by the ordinance.

Those wishing the snow-removal service shall apply to the city not later than October 1 of each year and shall sign a contract agreeing to pay for the service.

The Director of Public Works shall measure the area of property served.

The owner shall pay annually a minimum charge of \$10 for each section containing 2,000 square feet or less, plus \$2.50 for each increment of 500 square feet over the minimum.

Each owner shall, at his own cost, windrow or pile the snow on his own property where practicable or in the street at the direction and control of the Director of Public Works.

The city will not remove snow not piled or windrowed according to instructions.

The few weeks' experience with the new provisions at the beginning of this year gave promise of better days ahead with regard to this difficult problem of the past.

Ben Grota, City Clerk
Berlin, Wisconsin

EXPERIMENTAL BLACKTOP SURFACE

The Department of Highways is using synthetic rubber in an experimental blacktop surface along a section of former State Route 12 near Saylor's Lake in Monroe County.

The aim of the experiment is to determine whether the synthetic rubber blended with asphalt will lengthen pavement life and provide more stability. The rubber compound, which is a butadiene-styrene type, comprised three percent of the asphalt mixture.

The rubber compound was used in the wearing course only, and was applied to a depth of three-eighths inch, which is considerably thinner than the usual wearing course depth. The sand-asphalt-rubber mixture can be placed by conventional bituminous paving equipment.

This is not the first use of a rubber compound in a road wearing surface in Pennsylvania. It is, however, the first use of this type of synthetic rubber for a road surface in the Commonwealth. Neoprene rubber has been used elsewhere experimentally.

COMPETITIVE BIDS FOR INSURANCE

Ashland, Kentucky, has revised its insurance program to consolidate policies, provide improved coverage, and permit each qualified insurance agent to bid for city business. Total savings have reached almost \$3,500. The city's insurance coverage was consolidated into three groups: public liability, workmen's compensation and fidelity bonds, and fire insurance. Specifications were drafted with the help of local agents and competitive sealed bids were called for. The liability coverage included police cruisers for the first time. Companies which did not grant coverage previously were willing to do so when the coverage was applied to all city vehicles. The new fire coverage was almost three times the previous amount, yet there was an annual saving of \$450 on this item.

THOUGHTS FOR TODAY

A wife is a woman who sticks with her husband through all the troubles he wouldn't have if he hadn't married her.

Today is the day you worried about yesterday.

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The Luzerne County News-letter

VOL. X NO. 12 WILKES COLLEGE, WILKES-BARRE, PA., DECEMBER 15, 1961

MINE DRAINAGE

More than nine million dollars has been available to fill mine strippings in the anthracite area. This money was part of a 15 million dollar fund created jointly by the General Assembly and the State of Pennsylvania to help the coal companies meet the ever increasing cost of pumping underground water. The plan also included work on the surface to divert certain streams which were finding their way into mines; to fill in stripping holes which gather water from all surrounding areas and cause it to go into deep mines. According to a ruling by the State Attorney General, money in this fund could not be used for filling strip mines except those located above active mines.

For this reason new legislation was necessary by the State Legislature, especially authorizing the use of the funds for strip mines. Moreover, the Federal Government had to change the legislation, too. The Pennsylvania General Assembly did amend previous legislation provided to fill mine strippings; however, a similar bill to change the original law has been "delayed" in the House Interior and Insular Affairs Committee. Congressman Flood has hopes that this bill will be released in January of 1962 when the Congress reconvenes. According to this measure, two million dollars of the current program funds will remain for mine pumping stations while seven million dollars will be allocated for strip mine filling.

PLANNING NOTES

The Wilkes-Barre Township Planning Commission has submitted an application to the Federal Government for a grant to pay most of the cost of the preparation of a Comprehensive Plan, Zoning Ordinance and Subdivision Regulations for Wilkes-Barre Township, the technical work to be done by the staff of the Luzerne County Planning Commission.

The Lions Club of Jenkins Township recently agreed to pay the local share of the cost for preparation of a Comprehensive Plan and Developmental Controls for Jenkins Township, and also Laflin and Yatesville Boroughs, if these boroughs were agreeable.

Nuangola Borough and the Townships of Fairview, Rice, Slocum, and Wright have formed local planning commissions to prepare comprehensive plans for their municipalities and to coordinate the plans into a regional plan for the the Mountain Top Area.

TRANSPORTATION VALUE OF THE MODERN AUTOMOBILE

Public purchasing executives will be interested in the following portions of a communication sent to the Mayor and City Commission of Jackson, Michigan, by City Purchasing Agent Lloyd M. Head:

"I believe the attached information will permit you to study the facts, at your leisure, of the AMA specifications of thirty-eight models of passenger cars now produced by American manufacturers.

"These thirty-eight different models are produced on sixteen different wheelbases and from this comparison it is quite obvious that there is no relation between the length of the wheelbase and the interior dimensions.

"It is also clear that the price of a car has nothing to do with its passenger capacity when you notice that the \$6,800 car has no more head or leg room than the \$2,000 car.

"There are twenty-seven of the thirty-eight models or 71% of the cars that have headroom in the front seat of less than thirty-five inches or less. Exactly 50% of the models provide legroom in the front of forty-four inches or less.

"The power factor is determined by a formula which gives an approximate indication of the acceleration and hill climbing ability of each model. The higher the figure, the better the power factor. Comparison of the power factor of a car selling from \$4,000 to \$6800 shows that price is no indication of performance. The only conclusion that can be made from this comparison is that neither wheelbase nor high price is any proof of the actual transportation value of the present day auto.

"You can readily see that arbitrary or artificial restrictions based on wheelbase or any other factor that does not have a direct relation to performance, does not insure any added value to the City, but actually prevents the City from taking advantage of the economies now possible in the purchase of automobiles. I believe you can agree that it does not seem logical that dimensions that are acceptable in a car selling for \$7000 are not acceptable in a car selling for \$2000.

"The City of Jackson is buying only transportation and only the facts concerning the transportation value should be considered when purchasing automobiles."

PENNSYLVANIA ACT MAY AFFECT DEBT LIMITS

During the 1961 Pennsylvania legislature session an act was adopted which ultimately may have an effect on the debt limits of local governments in Pennsylvania (Act 398). The new act amends the Municipal Borrowing Law to redefine the term "assessed valuation" to mean "market valuation." The Pennsylvania Constitution provides for issuance of debt up to 2% of the assessed valuation by councilmanic action and requires electorate approval for debt over that amount up to a maximum of 7% of assessed valuation. Since assessed values are generally lower than market value, this would in some cases tend to increase the debt limit as much as five times for general obligation debt, and on the average three times the current limitation. Using market value as a base, the debt limit would be uniform throughout the state rather than varying from community to community, a situation that can now occur because of differing levels of assessment used by the communities. It is reported that a test case of the new act in the courts has been arranged by the Pennsylvania Local Government Conference.

Another amendment to the Municipal Borrowing Law (Act 368) is intended to make revenue bonds issued by local governments in the State more salable. The maximum term of the bonds was increased to 40 years or the life of the project, whichever is shorter, and permission was granted to sell such bonds at a discount.

MUNICIPAL INDEBTEDNESS CLIMBS

In the 15 years since the end of World War II, local government debt has climbed 37.6%, from \$13.6 billion in 1946 to \$51.2 billion at the end of fiscal 1960. Frederick L. Bird, until recently Director of Dun & Bradstreet's Municipal Research Department, recently told the WALL STREET JOURNAL, "Local governments haven't begun to finance the improvements they need. The trend in local debt is up, and it is going to continue to be up for a long time to come."

Bond market analysts predict 1961 municipal bond sales will surpass the \$8 billion mark for the first time, exceeding last year's \$7.2 billion total by some 10%. According to one major bond underwriter, the issuance of state and local bonds has doubled since 1910 and is expected to approach \$15 billion by the late 1960's.

With many cities now approaching the statutory debt limits set by state governments, hard pressed municipal officials have sought increased state and federal aid and have taken a variety of other measures. In their fiscal years ended in 1961, the cities received \$2.3 billion from other governments, with \$1.9 billion coming from the states. Total aid from other governments in fiscal 1960 was up 48% over fiscal 1956.

Many cities are increasingly relying on revenue to produce needed funds. Unlike general obligation bonds, usually no advance approval by city voters is necessary for issuance of revenue bonds--since voters have rejected 28% of the bond issues since World War II, this is an important consideration. Since 1946, municipal indebtedness from revenue bonds has increased fourfold, from \$3.6 billion to \$15.8 billion.

Nevertheless, the increasing issuance of revenue bonds of all sorts is causing apprehension on the part of some bond men that Congress may attempt to end the present federal income tax exemption on municipal bond income. There does appear to be some Congressional sentiment for a curtailment of the tax exempt status of municipal bonds. One recent bill proposed the abrogation of the tax exempt status and another would have deprived "industrial aid" bonds of their exemption. Neither of these measures, however, has produced majority support nor gained the endorsement of the administration.

While municipalities are struggling to meet increased financial requirements to expand and replace essential public facilities, financial experts are debating the fiscal advisability of the revenue bond device. However, the American Municipal Association has long advocated creating a broader market for revenue bonds by permitting commercial banks to underwrite them. Present federal law now prohibits this.

THOUGHTS FOR TODAY

With all the laws and government regulations a fellow is downright dumb to steal when there are so many legal ways to cheat.

The girl next door says it's very confusing-- she has to play smart to get a job, but dumb to get a man.

PUBLICATION

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*Holiday Greetings
and best wishes
for the New Year*

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