

**COLUMBIA COUNTY
PENNSYLVANIA**

Transportation

1968

a background study of the
comprehensive county plan

COLUMBIA COUNTY PLANNING COMMISSION
COURT HOUSE, BLOOMSBURG, PENNSYLVANIA

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COLUMBIA COUNTY PENNSYLVANIA

Transportation

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1968

**a background study of the
comprehensive county plan**

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COURT HOUSE, BLOOMSBURG, PENNSYLVANIA**

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COLUMBIA COUNTY TRANSPORTATION REPORT

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I N T R O D U C T I O N

Transportation has become one of the most critical and complex problems of our urban areas. Modern industry is entirely dependent upon the swift and efficient movement of raw materials and products to and from the plant. The urban individual would be helpless without a constant flow of food stuffs and other consumer items into the market place. Many jobholders, shoppers, tourists, and thousands of other travelers would be unable to reach their destinations without some means of public transportation.

The forms of transportation have changed immeasurably since our Country was founded. From the sailing vessel, stagecoach, horse and wagon, and other primitive forms, we now have ocean liners, trains, supersonic aircraft, private automobiles, buses and trucks. Ironically, as each of these was developed to its fullest expression of functional efficiency, a new form of transportation or power would be developed to replace the old. Traditional forms then fade or disappear, or their function becomes even more specialized or limited, as in the case of railroads which are increasingly restricting themselves to the movement of goods - rather than people.

Each form of transportation has its own particular advantage in the movement of goods and/or people. The railroads are superior for the long distance movement of bulk goods. The airplane cannot be approached for swiftness, while for versatile movement of goods, the modern highway transport truck is difficult to equal. In recent years, some of these have combined their own particular advantage for even more efficient joint operation, such as the T.O.F.C., commonly called piggy-back service, offered by the railroads, whereby loaded highway trailers are shipped long distances via railroad flat cars to distant places, and then over local highways for final delivery, without costly handling in the terminals.

The private automobile has had a profound effect upon the segments of transportation which move people - local mass transit including commuter service, and long distance travel. It has created a serious problem, especially to local bus companies.

The airlines have emerged as the dominant public carrier of people for long distances, at the expense of the railroads, and have caused serious cutbacks or abandonment of service and loss of revenues in the railroad industry as well as the long distance bus companies.

In the movement of goods, the huge highway transport trucks have made very large inroads into the railroad's share of freight goods, particularly finished goods. They are also carrying an increasing load of first-class mail.

Because of the fact that the transportation industry is somewhat monopolistic, it is controlled by the State and Federal governments through special legislation, franchises, licenses, and subsidies. Routes and rates are established by the Federal Interstate Commerce Commission where interstate movement is involved and by the Pennsylvania Public Utility Commission where interstate movement is involved.

This report is a part of the Background Phase of the Columbia County Comprehensive Planning Program. The following is an inventory and analysis of the county's existing transportation facilities and services including bus, truck, rail and air. The knowledge gained from this study will be invaluable in the work of the Plan Phase to follow - particularly the elements dealing with land use and the plan for the future development of the county's overall transportation system.

EARLY TRANSPORTATION ROUTES

The original transportation routes in this area were the River and Indian trails. The first explorers, trappers, traders, and settlers to enter the Region followed these paths. Since these trails soon proved to be inadequate, roads were proposed to provide better access to both local and more distant points. An early military road was the Susquehanna Trail connecting our locality with Harrisburg.

The development of the steamboat in 1826, and the opening of the North Branch Division of the Pennsylvania Canal System five years later (1831), was a great boom to the economic development of this area, since it allowed bulk movement of anthracite coal and lumber from Columbia County and its adjoining counties to the eastern seaboard. Steamboats, as a major means of transportation, were last used on the Susquehanna River during the mid 1890's. The canals were in general use until about 1900 when changing transportation methods supplanted them. The railroads were constructed in the Region during the 1830's and were the principal factor which caused the decline of all waterborne traffic in this area. The railroads flourished with the expansion of the Region's anthracite and timber industry in conjunction with overall growth in the national economy. However, in the past few decades, as the area's natural resources were depleted and their demand deteriorated and as other forms of transportation became more economical or faster, the local railroad industry experienced a great economic decline. The airplane has gained a prominent place in the movement of people and goods during the past twenty years, and now provides modern service facilities to Columbia County residents from the Wilkes-Barre/Scranton and Hazelton Airports in Luzerne County and the Williamsport Airport in Lycoming County. Further, the development of the private automobile, trucks, and highways has freed the traveler and shipper from existing routes and schedules.

BUS SERVICE

The motor bus is designed, primarily, for the mass movement of people over existing public highways and streets. (See Footnote) Since the motor bus does not require special facilities in order to operate and with all development accessible by thoroughfares, a far greater degree of flexibility in service is possible than in the case of rail and air transportation. The three common types of bus service are: 1) Scheduled Long-Distance, 2) Scheduled Local, and 3) Special or Charter. All of these basic forms of bus service are available within Columbia County. (This study does not include operations exclusively involved in the bussing of students to and from school and school related activities.)

Long-Distance Service

Two firms operate long-distance scheduled bus service within the county. They are Eastern Greyhound Lines, generally providing north/south service, and Edwards Motor Transit Company, generally providing east/west service.

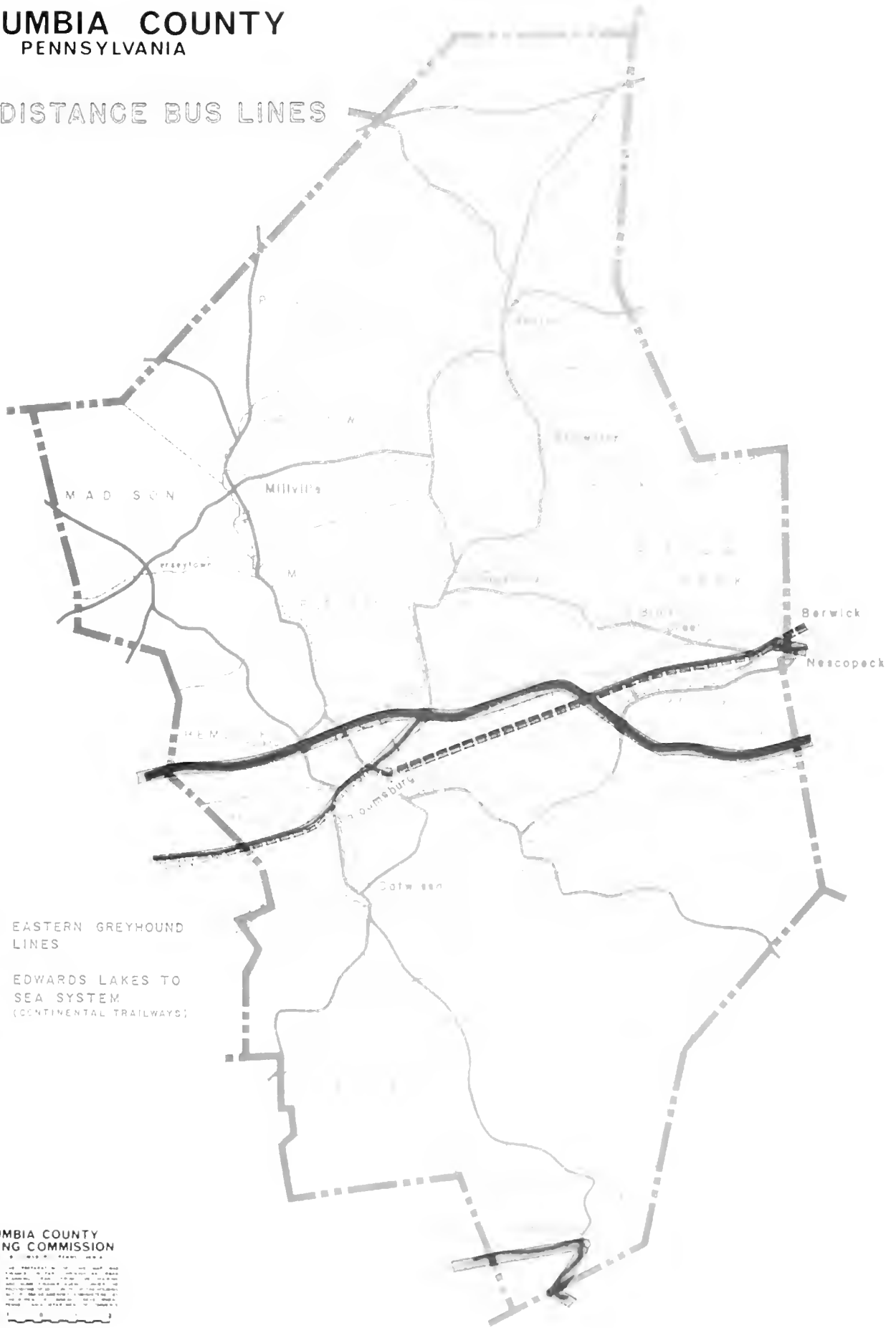
Eastern Greyhound Lines is part of a larger system operating throughout the Continental United States as well as into Canada and Mexico. Service to every major city is available through the total network. The Columbia County communities of Berwick and Bloomsburg are on the Syracuse, New York/Washington, D.C. route - much of which is over U. S. Highway 11.

There are four southbound trips daily (one classified as a flagstop) and five northbound (three classified as a flagstop). The route provides regular direct service to the cities of Syracuse, Binghamton, Scranton, Wilkes-Barre, Harrisburg, Baltimore and Washington. There are some variations including a few trips which originate/terminate at Scranton on the northern segment, one trip serving Rochester, and one Pittsburgh via Harrisburg.

Note: Motor buses are also utilized for the movement of property. Although the use of this "package" service is increasing, the service is still quite secondary to the primary function of the movement of people. The weight of parcels is generally limited to a maximum of 100 pounds for ease of handling. The policy on maximum package size is 24" x 24" x 45" although exceptions are made for unusually shaped items.

COLUMBIA COUNTY PENNSYLVANIA

LONG DISTANCE BUS LINES



- EASTERN GREYHOUND LINES
- EDWARDS LAKES TO SEA SYSTEM (CONTINENTAL TRAILWAYS)

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MALE SCALE

0 1 2

Edwards Motor Transit Company, known as the Edwards Lakes-to-Sea System, is a division of Continental Trailways which serves all major cities. The firm operates two routes through Columbia County. As can be seen on the map titled "Long Distance Bus Service," one route is over a combination of Interstate Route 80, U.S. Route 11 and Pa. Routes 93 and 487 - serving the communities of Berwick and Bloomsburg while the other is over Pa. Route 61 - serving Centralia in the southern portion of the county.

Of the five westbound daily trips through the Berwick/Bloomsburg area, one originates in New York City while the others originate at Philadelphia. All of the latter terminate at Williamsport and one only discharges passengers locally. The trip originating in New York City continues beyond Williamsport to State College, DuBois, Oil City, Youngstown and Cleveland. Eastbound, there are also five trips through Bloomsburg/Berwick, one originating in Cleveland, the others at Williamsport. Principal intermediate communities served to the east are Hazelton and Allentown.

The route through Centralia (classified as a "flag stop") provides service similar to the Berwick/Bloomsburg route with the exception that it diverges from the basic route near Lehighton, passing through Pottsville or Tamaqua, Shamokin, Sunbury; thence northward to Williamsport serving intermediate communities along the east side of the West Branch of the Susquehanna River. A total of six eastbound and seven westbound trips serve Centralia.

Both Eastern Greyhound and Edwards Lakes-to-Sea provide service to most intermediate communities along their routes between the major cities. However, under regulations of the state Public Utility Commission and the Federal Interstate Commerce Commission regulations designed to protect local bus operations, Greyhound is specifically prohibited from providing "local" service between Berwick and Danville while Edwards is under similar restrictions between Nescopeck and Danville and between Ashland and Shamokin.

Local Service

A number of bus firms provide local service into and through portions of Columbia County. The largest operation is that of the North Branch Bus Company based in Bloomsburg. Others are the Ashland & Shamokin Auto Bus Company - Mount Carmel, John Adams - West Hazelton, Clark Rinehimer - Wapwallopen, Edgar Bonham - Nanticoke, George Bloschock - Rock Glen, and Ridall Bus Lines - Shickshinny.

The North Branch Bus Company operates three main divisions - Berwick, Danville and Catawissa. There are nine trips each way between Bloomsburg and Berwick, seven trips between Bloomsburg and Danville and two between Bloomsburg and Catawissa. On some of the trips there are extensions from the main route into Foundryville, Nescopeck and Mifflinville. There are three additional eastbound trips from Bloomsburg - one of which terminates at the U.S. Radium plant and the others at Lime Ridge.

The North Branch system generally follows the route once served by trolley cars. The electric railway operated from 1902 until 1926. The brick remains of the old car barns are still standing at Grovania on the Columbia-Montour county line. The Berwick/Bloomsburg/Danville route is over the old U.S. Route 11 where most of the intermediate residential development is located. The Catawissa Division is over Pa. Route 42 through the Village of Rupert.

The only other thru-county local bus service is operated by the Ashland & Shamokin Auto Bus Co. The service is over Route 61 which passes through Centralia. At present, service is limited to four trips on Saturdays only.

Three other bus firms provide service to Berwick, however, except for the river crossing and a few streets within the borough, their routes are entirely within Luzerne County. The Valley Transit Company provides service between Berwick and Hazelton twice daily. The firm of Clark Rinehimer (Wapwallopen) and Ridall Bus Lines (Shickshinny) each make one trip daily into Berwick. Rinehimer carries mostly public school students while nearly all of Ridall's passengers are industrial employees.

For more than twenty years, George Bloschock provided service to Bloomsburg industrial plants from the Rock Glen area of Luzerne County through "Beaver Valley", Mainville and East Bloomsburg. This route is indicated on the map titled "Local Bus Service," however, the service was terminated in November of 1968.

Supplementing local bus service are taxi cabs. There are two firms providing this service within Columbia County. K-Cab operates three units in Bloomsburg and Club-Cab operates up to four units in Berwick.

Special Service

With few exceptions, all motor bus firms, from the smallest "local" to the largest "continental" operations, provide special or charter service. Nearly all charter trips originating within Columbia County are handled by two firms, the North Branch Bus Company and Catawese Coach Lines, the latter operating out of Catawissa.

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LOCAL BUS SERVICE



- NORTH EASTERN BUS CO.
- - - - - ASHLAND REGIONAL BUS CO.
- INDUSTRIAL EMPLOYEE SERVICE

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1970-1971

SCALE 1" = 10 MILES

North Branch may originate charter trips from any location along its scheduled service routes. Catawese Coach, which has no scheduled service, is limited to the Catawissa area in respect to the origination of trips. A large portion of the latter firm's business is the transportation of public school children. This type of bus service is not included in this study due to its extremely specialized nature.

Areas Not Served

No public bus service is available within the entire portion of the county lying north of U.S. Route 11 containing the principal communities of Millville, Benton and Orangeville. In the late 1930's, the White Transit Company, a Wilkes-Barre firm now merged with Martz-Trailways, attempted to establish service between that city and Williamsport via Benton and Millville. However, the venture proved unsuccessful and service was terminated after a duration of only six months.

In the southern portion of the county, the Numidia/Mill Grove and the Mainville areas are also without public bus service.

TRUCK SERVICE

No other form of transportation has grown as rapidly as the trucking industry. As with the motor bus, service by this type of conveyance is not limited to fixed special facilities as in the case of rail, air and water transportation systems. The motor truck is capable of picking up all goods to be moved at their point of origin.

The most outstanding characteristic brought to light in the study of this form of transportation is the seemingly infinite number of firms providing such service. While every effort has been made to provide a complete inventory of available trucking service within Columbia County, there are undoubtedly some omissions.

Types of Service

There are several classifications and sub-classification of trucking service. These classifications fall into three basic categories which pertain to: 1) extent of service, 2) routing and scheduling, and 3) type of goods handled. Under extent, the service is either "interstate" or "intrastate". Under routing and scheduling, the service is either "regular route" or "irregular route." Under type of goods, the service is either on "general commodities" or on "specified commodities". (See SELECTED TRUCKING DEFINITIONS following.)

SELECTED TRUCKING DEFINITIONS

1. COMMON CARRIER: Any individual, company, etc., holding itself out to the public to engage in transportation by motor vehicle of property for compensation over regular or irregular routes, except transportation by motor vehicle by an express company to the extent that such transportation has been subject to Part I of the Interstate Commerce Act.
2. CONTRACT CARRIER: Any individual, company, etc., engaging in transportation by motor vehicle of property for compensation, (other than common carriers) under continuing contracts with one, or a limited number of individuals, companies, etc., for the furnishing of transportation services through that assignment or motor vehicles for the exclusive use of each individual, company, etc., for a continuing period or for furnishing such service designed to meet the distinct need of each customer.
3. GENERAL COMMODITIES: Includes all of the wide range of commodities that can be transported by motor vehicle, except commodities which require special equipment or handling, or are contaminating to other lading. There may be other commodity restrictions in a carrier's certificate. If a carrier's certificate restricts him to handle only certain named commodities, he is considered specified, or limited, commodity carrier.
4. SPECIFIED COMMODITIES: A restricted list of commodities which are the only commodities the carrier is permitted to handle.
5. REGULAR ROUTE COMMON CARRIER. Is a motor common carrier who operates over a definite route between specific points with fixed termini on regular schedule (usually daily, but occasionally on specific days of the week.) These carriers, in most instances, haul general commodities.
6. IRREGULAR ROUTE COMMON CARRIER: Is a motor truck common carrier who serves points within a given area. The routes and schedules are not definitely specified. Many of these carriers give service on general commodities, but some handle only specified commodities.
7. INTERSTATE SERVICE: Transportation between any place in one state and any place in another state or between places in the same state when the route is through another state.
8. INTRASTATE SERVICE: Transportation between points in the same state when such transportation does not pass through another state or is not part of a movement in interstate service.

SOURCE: Interstate Commerce Commission and the American Trucking Association

Types of Carriers

The three basic types of trucking operations involved in the movement of a significant volume of goods are: 1) Common Carriers, 2) Contract Carriers and 3) Company Fleets. (see definitions) This study will primarily focus upon the common carriers providing general commodities service within the county.

Principal Truck Routes

Principal truck routes in Columbia County are the Keystone Shortway (Interstate Route 80), U. S. Route 11, and Pa. Routes 42, 442, 487 and 61. See the map titled, "PRINCIPAL TRUCK ROUTES", showing through traffic and primary and secondary local service truck routes.

The Keystone Shortway, an east/west thoroughfare is primarily a through traffic artery. A number of county firms do rely on this facility for the receipt of raw materials and the shipment of goods to the major urban markets - particularly the eastern Megalopolis. Although segments of this expressway are not completed in New Jersey, central and western Pennsylvania and beyond, it has already become a very important element in the county's overall transportation picture - particularly in respect to industrial development.

The most heavily used truck route in the county is over U.S. Route 11, running east/west through the center of the county. 1965 traffic counts by the Pennsylvania Department of Highways indicated an average daily volume of 1,300 to 1,500 trucks of 7,000 pounds or more gross weight over this route. This heavy volume is primarily due to the fact that a majority of the county's industry and sixty percent of the population is located along this corridor containing the Borough of Berwick and the Town of Bloomsburg.





The next lower level of truck traffic is over Pa. Route 61 with an average daily volume of 500 to 700. Route 61 passes through the Borough of Centralia in the southern extreme of the county. The highway serves as a major link between Philadelphia and the Lower Anthracite Valley communities of Ashland, Mount Carmel and Shamokin as well as the Sunbury area to the west.

The next most important route is Pa. 42 running nearly due north/south through the entire length of the county. Truck volumes on the segment north of Route 11 averaged 400 while the average was 200 on the southern segment. The route originates at Centralia, passes through Catawissa and Bloomsburg and extends northward through Millville. The volume

COLUMBIA COUNTY PENNSYLVANIA

PRINCIPAL TRUCK ROUTES



-  HEAVY THRU TRAFFIC
-  PRIMARY LOCAL SERVICE
-  SECONDARY LOCAL SERVICE
-  TERMINAL

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1970



1 MILE SCALE

splits above Millville with half continuing north on 42 while the remainder turns northwestward over 442. This traffic's latter segment serves as a link between the county and the Muncy/Williamsport area.

The final major truck route of importance is over Pa. Route 487 which passes through the county in a southwest/northeast direction, intersecting the other major routes at Bloomsburg. Volumes to the north through Orangeville to Benton averaged 150 trucks per day while the southern segment from Route 42 at Catawissa through Elysburg toward Sunbury and Shamokin averaged 160.

Inventory of Carriers

Common Carriers As previously mentioned, there are a multitude of trucking firms providing service within Columbia County. Tables A and B following list thirty-six "Common Carriers" providing service for general commodities as reported in the national American Motor Carrier Directory of the American Trucking Association.

Table A indicates the location of the general office, the type of routing, and the type of service for each firm. Table B which is in two sections, indicates which firms provide service to thirty-five of the county's boroughs, towns and villages. As can be expected, the largest number of firms (from 23 to 27) serve the more highly industrialized communities - Berwick, Bloomsburg and Catawissa.

Of the firms listed, two maintain transfer terminals within the county. Norwalk Truck Lines operates a terminal at the old Centre Airport near Lime Ridge and Friedman's Express has a terminal in Bloomsburg adjacent to the town's Airport Industrial Park.

Other Common and Contract Carriers In addition to the foregoing inventory of Common Carriers listed in the American Motor Carrier Directory (furnished by the federal Interstate Commerce Commission), thirty-three other trucking firms were identified as providing service within Columbia County. This additional information was obtained through a survey of county industries and examination of records maintained by the Pennsylvania Public Utility Commission.

These additional firms and the communities they are known to serve are indicated on Table C which follows. This listing includes General Commodities Common Carriers, Specified Commodities Common Carriers, and Contract Carriers. (See the preceding definitions.)

Company Fleets Supplementing the large number of Common Carriers and Contract Carriers in the transportation of property by truck are the company owned or operated fleets. The survey of county industries revealed a total of thirty firms engaged this activity. They are as follows:

AMAX Aluminum Mill Products
Americana Mobile Homes
Argo of Pennsylvania
B & L Industries
Benton Wood Products
Berwick Forge & Fabricating
Bloomsburg Mills
C & M Auto Spring
CoManCo
Country Best-Agway
Delux Homes
General Machine & Mfg
Girton Manufacturing
H.L.H. Products
Hanover Canning

J. L. Dillon
Lear Siegler
Magee Carpet
Maxi Manufacturing
McGregor-Doniger
Milco Industries
Millville Lumber Products
Multiplex Manufacturing
Orangeville Manufacturing
Penngora Knitting Mills
Rad Woodwork
Royal Swan Foods
U. S. Radium
Vaughns Sanitary Bakery
Wise Potato Chip

All of the above firms except Country Best rely on either Common Carriers or Contract Carriers for transportation of goods in addition to their own vehicles. Nearly half use both types of carriers. In most cases, the firms using their own vehicles do so to transport their products while relying upon carriers for incoming raw materials, semi-finished products and general supplies.

TABLE A - GENERAL COMMODITIES COMMON CARRIERS

TRUCK TRANSPORTATION
Columbia County, Pennsylvania

CARRIER	GENERAL OFFICES	TYPE OF OPERATION			TYPE OF SERVICE	
		REGULAR ROUTE	IRREGULAR ROUTE	INTERSTATE	INTRASTATE	
A. A. A. Trucking Corp.	Trenton, N. J.	x	x	x		
A. P. A. Transport Corp.	North Bergen, N. J.		x	x	x	
Arrow Carrier Corp.	Carlstadt, N. J.	x		x	x	
Associated Transport, Inc.	New York, N. Y.	x		x		
Bair Transport, Inc.	Riverside, N. J.	x	x	x	x	
Bolus Motor Lines	Scranton, Pa.		x	x		
Branch Motor Lines Express Co.	New York, N. Y.	x	x	x	x	
Burgmeyer Bros., Inc.	Reading, Pa.		x	x		
Consolidated Freightways	Menlo Park, Calif.	x	x	x		
Continental Transportation Lines, Inc.	McKees Rocks, Pa.	x		x	x	
Daley's Blue Line Transfer Co.	Wilkes-Barre, Pa.	x	x	x		
Evans Delivery Co.	Pottsville, Pa.	x	x	x	x	
Exhibitor's Service Co.	McKees Rocks, Pa.	x		x	x	
Follmer Trucking Co.	Hummels Warf, Pa.	x		x	x	
Fowler & Williams, Inc.	Scranton, Pa.	x		x	x	
Fowser Fast Freight, Inc.	Salem, N. J.	x	x	x		
Friedman's Express, Inc.	Wilkes-Barre, Pa.	x		x		
Hall's Motor Transit Co.	Harrisburg, Pa.	x		x	x	
Harris Express, Inc.	Charlotte, N. C.	x	x	x		
IML Freight, Inc.	Salt Lake City, Utah	x	x	x		
Interstate Motor Freight System	Grand Rapids, Mich.	x	x	x		
Johnson Motor Lines, Inc.	Charlotte, N. C.	x	x	x		
Jones Motor Co., Inc.	Spring City, Pa.	x	x	x		
Lombard Bros., Incorporated	Waterbury, Conn.	x	x	x		
M & M Transportation Co.	Cambridge, Mass.	x		x		
Mason & Dixon Lines, Inc.	Kingsport, Tenn.	x	x	x		
Miller's Motor Freight, Inc.	York, Pa.		x	x		
New Penn Motor Express, Inc.	Lebanon, Pa.	x		x		
Norwalk Truck Lines, Inc.	Norwalk, Ohio	x		x		
Reilly's Auto Transfer, Inc.	Phillipsburg, N. J.	x	x	x		
Reisch Trucking & Transportation Co., Inc.	Pennsauken, N. J.		x	x		
Roadway Express, Inc.	Akron, Ohio	x	x	x		
Suwak Trucking Co.	Washington, Pa.	x	x	x		
Tidewater Inland Express, Inc.	Milford, Del.	x	x	x		
Transamerican Freight Lines, Inc.	Detroit, Mich.	x	x	x		
Yankee Lines, Inc.	Akron, Ohio	x	x	x		

SOURCE: Interstate Commerce Commission, Harrisburg, Pennsylvania (American Motor Carrier Directory A.T.A.).

TABLE B - PART I

TRUCK TRANSPORTATION
Columbia County, Pennsylvania

COMMUNITIES SERVED BY
GENERAL COMMODITIES COMMON CARRIERS

CARRIER	Almedia	Aristes	Benton	Berwick	Bloomsburg	Briar Creek	Buckhorn	Catawissa	Centralia	Espy	Eyers Grove	Forks	Foundryville	Greenwood	Grovania	Hetlerville	Jerseytown	Jonestown
A. A. A. Trucking Corp.							x											
A. P. A. Transport Corp.	x	x		x	x	x	x	x	x									
Arrow Carrier Corp.	x			x	x		x	x	x									
Associated Transport, Inc.	x			x	x		x	x	x									
Bair Transport, Inc.		x					x	x										
Bolus Motor Lines				x														
Branch Motor Express Co.	x	x		x	x	x	x	x	x	x	x	x		x	x	x	x	
Burgmeyer Bros., Inc.				x	x	x	x	x										
Consolidated Freightways	x			x	x	x	x		x									
Continental Transportation Lines, Inc.				x														
Daley's Blue Line Transfer Co.				x	x		x	x	x									
Evans Delivery Co.	x		x	x	x	x	x	x							x			
Exhibitor's Service Co.																		
Follmer Trucking Co.	x	x	x	x	x	x	x	x	x	x	x		x	x			x	
Fowler & Williams, Inc.				x	x													
Fowser Fast Freight, Inc.				x	x													
Friedman's Express, Inc.	x	x		x	x	x	x	x	x									
Hall's Motor Transit Co.	x			x	x	x			x						x			
Harris Express, Inc.		x		x			x	x	x									
IML Freight, Inc.	x			x	x	x	x	x	x					x	x			
Interstate Motor Freight System		x						x										
Johnson Motor Lines, Inc.	x	x		x	x	x	x	x		x				x				
Jones Motor Co., Inc.		x		x	x	x			x									
Lombard Bros., Incorporated		x					x	x										x
M & M Transportation Co.	x	x		x	x	x	x	x	x					x	x			
Mason & Dixon Lines, Inc.				x	x		x											
Miller's Motor Freight, Inc.	x	x		x	x	x	x	x										x
New Penn Motor Express, Inc.	x			x	x	x	x	x	x									x
Norwalk Truck Lines, Inc.	x			x	x	x	x	x		x								x
Reilly's Auto Transfer, Inc.							x											
Reisch Trucking & Transportation Co., Inc.					x													
Roadway Express, Inc.				x	x		x	x										x
Suwak Trucking Co.																		
Tidewater Inland Express, Inc.	x			x	x	x	x	x	x									
Transamerican Freight Lines, Inc.				x	x													
Yankee Lines, Inc.				x	x	x			x									

SOURCE: Interstate Commerce Commission, Harrisburg Office
(American Motor Carrier Directory - A.T.A.).

TABLE B - PART II

TRUCK TRANSPORTATION
Columbia County, Pennsylvania

COMMUNITIES SERVED BY
GENERAL COMMODITIES COMMON CARRIERS

CARRIER	Light Street	Lime Ridge	Locust Dale	Mainville	Mifflinville	Mill Grove	Millville	Mordansville	Numidia	Orangeville	Rohrsburg	Rupert	Shumans	Slabtown	Stillwater	Wilburtown	Zion Grove
A. A. A. Trucking Corp.																	
A. P. A. Transport Corp.	x	x	x	x	x	x	x		x		x				x		
Arrow Carrier Corp.					x												
Associated Transport, Inc.	x	x				x			x								
Bair Transport, Inc.			x		x												
Bolus Motor Lines																	
Branch Motor Express Co.	x	x	x	x		x	x	x	x	x	x	x	x	x	x	x	x
Burgmeyer Bros., Inc.							x										
Consolidated Freightways	x	x			x							x					
Continental Transportation Lines, Inc.																	
Daley's Blue Line Transfer Co.																	
Evans Delivery Co.	x				x					x	x	x					
Exhibitor's Service Co.							x										
Follmer Trucking Co.	x	x	x		x		x	x		x	x	x				x	
Fowler & Williams, Inc.																	
Fowser Fast Freight, Inc.							x										
Friedman's Express, Inc.		x			x				x			x					
Hall's Motor Transit Co.		x			x												
Harris Express, Inc.		x	x		x							x					x
IML Freight, Inc.		x			x												
Interstate Motor Freight System					x												x
Johnson Motor Lines, Inc.							x										
Jones Motor Co., Inc.										x							x
Lombard Bros., Incorporated							x	x					x	x			
M & M Transportation Co.	x	x	x		x	x			x			x		x			x
Mason & Dixon Lines, Inc.																	
Miller's Motor Freight, Inc.		x	x			x		x	x			x					x
New Penn Motor Express, Inc.		x			x		x										
Norwalk Truck Lines, Inc.		x										x					
Reilly's Auto Transfer, Inc.																	
Reisch Trucking & Transportation Co., Inc.																	
Roadway Express, Inc.		x			x												
Suwak Trucking Co.							x										
Tidewater Inland Express, Inc.																	x
Transamerican Freight Lines, Inc.																	
Yankee Lines, Inc.		x															

SOURCE: Interstate Commerce Commission, Harrisburg Office
(American Motor Carrier Directory - A.T.A.).

TRUCK TRANSPORTATION
Columbia County, Pennsylvania

TABLE C - OTHER COMMON CARRIERS
AND CONTRACT CARRIERS

CARRIER	Almedia	Benton	Berwick	Bloomsburg	Catawissa	Centralia	Lime Ridge	Millville	Orangeville	Stillwater
Akers Motor Lines			X	X						
Central Air Freight	X			X	X					
Crown				X						
Dehart				X						
Eugene J. Kane			X							
Ferguson Transportation			X							
Frank Burtlon								X		
H. F. Campbell & Son				X						
Hemingway				X						
Herb Brown			X							
Highway Express Lines			X	X						
Interstate Dress Carriers			X	X	X	X		X		
Kline Trucking								X		
LaBar's			X							
Malone				X						
Mercury Freight			X							
Mercury Motor Express			X							
McQuaide				X						
Mushroom	X			X						
Nelson's Motor Express			X	X				X	X	
P. L. Lawton			X							
Paul S. Crebs							X			
Pilot				X						
REA Express				X	X					
R. F. Post		X	X	X						X
Reading Transportation	X			X						
Ryders			X							
Sea-Land			X							
Shulman Air Freight			X							
Smith's Truck Lines								X		
United Buckingham			X		X					
United Parcel Service			X	X	X	X				
Werner-Continental			X							

Carriers Not Included For the purpose of this study, firms exclusively engaged in the transportation of the following types of goods were not included in the trucking inventory:

- 1) unprocessed agricultural products, 2) farm supplies,
- 3) construction and other bulk materials including fuels,
- 4) construction and other heavy equipment and machinery,
- 5) logs from woodlots, 6) used household articles (movers),
- and 7) local transfer items (drays).

Also not included in this report are the many trucking firms which have operating routes through the county but seldom, if ever, make pick-ups or deliveries within the area. One of the more familiar trucking firms among those in this category is the Matlack "Pipeline on Wheels."

RAIL SERVICE

Railroads are primarily utilized for relatively low-cost, long distance transportation of large volume shipments. Prior to the explosive growth of the motor vehicle (and the highway network to carry it) railroads were responsible for the major portion of long-distance transportation in America - not only of property, but of people as well. Early signs of the decline of railroads were in evidence during the years immediately preceding World War II. The conflict, with the massive need for supplies and men, together with suspended non-military motor vehicle production, and shortage of government funds for such domestic programs as highway construction, granted the railroads a temporary reprieve. After the close of the war, rail traffic declined rapidly.

At the present time, railroads seem to be holding their own - partly due to economy moves such as mergers; new innovations such as "piggy-back" service, the "unit-train" and special equipment such as the automobile carrier and high-speed passenger units and, of no small significance, the congestion being created by the ever-growing number of motor vehicles. This latter factor, together with continued imaginative thinking and the recognition that "mass transportation" is mandatory if urban America is to survive, should shortly produce a steady increase in the utilization of rail facilities. Existing trackage will be upgraded but likely not extended for quite some time.

Columbia County Rail Service

Columbia County is presently served by three railroad companies: the Penn-Central (until recently, the Pennsylvania Railroad), the Erie-Lackawanna (formerly the Delaware, Lackawanna & Western Railroad) and the Reading. See the accompanying map titled "RAILROADS". At one time the Lehigh Valley Railroad had considerable trackage in the southern tip of the county, however, these lines have been abandoned for several years and most of the rails have been removed. (Many "current" maps still show Lehigh trackage in the Centralia area.) None of the existing railroads provide passenger service through the county although all did at one time.

The Penn-Central system has two separate lines in the county. One is a "main line" located along the south bank of the Susquehanna River, passing through Mifflinville and Catawissa. The other is a "branch line" entering the county from the west near Jerseytown, extending eastward to Berwick, terminating in the B.I.D.A. Industrial Complex. Also, a spur extends north to Millville providing service to that community's industries.

The Erie-Lackawanna line is located on the northern side of the Susquehanna, paralleling U. S. Route 11 from Berwick to Bloomsburg thence along the bank of the river. Siding service is provided in both communities as well as at several intermediate points. A freight office is maintained at Bloomsburg, however, all package shipments are handled by REA Express trucks.

The Reading Company's principle line enters the county from the southeast, following Catawissa Creek to the Borough of Catawissa where it crosses the river to Rupert, turning westward along U. S. Route 11 to Danville and beyond. A spur extends northward along Fishing Creek, terminating at Benton. (When lumbering was active in the area, the line continued northward to Central and Jamison City.)

There is an active interchange yard located at Rupert where the Erie-Lackawanna and Reading railroads cross each other. As mentioned previously, there is no passenger service available within the county and direct rail freight service is available in no less than car-load volumes. Information on the amount of traffic is limited with only the Reading reporting. The line indicated seventy-eight cars "in" and seventy-two cars "out" during a one month period at their Bloomsburg terminal. Although the number of cars moved were about equal, the weight of the incoming material was nearly double the weight of shipments out - indicating that more raw materials are received than are shipped out by rail.

The nearest passenger service is available at Sunbury, Williamsport and Pottsville. The Penn-Central operates one train northbound and one southbound through Sunbury and Williamsport, providing service to Buffalo, Harrisburg and Washington. The Reading operates a "commuter service" out of Pottsville to Philadelphia three times daily in the form of a single self-propelled car.

COLUMBIA COUNTY PENNSYLVANIA

RAILROADS



AIR SERVICE

Air service in Columbia County is quite limited as there are no commercial airlines directly serving the area. The nearest scheduled service is at Montoursville (Williamsport Airport), Hazelton, and Avoca (Wilkes-Barre/Scranton Airport) where adequate facilities are located and there is sufficient population to support commercial operations. Small craft charter service is available at the county's two "public" airports located at Berwick and Bloomsburg. There is also a semi-public field at Benton as well as three certified private fields. (See the accompanying map titled, "AIRPORTS".)

Commercial Facilities and Service

Wilkes-Barre/Scranton Airport Facilities at the Wilkes-Barre/Scranton Airport consist of three paved runways which range in length from 3,700 feet to 5,200 feet; a control tower; an instrument landing system, a flight service station; and a terminal building with restaurant facilities, car rental and limousine service. Scheduled service is provided by four airlines: Allegheny, Eastern, Altair and Pocono.

Allegheny's service is primarily east/west with eighteen flights per day. Service is provided to Hazelton, Newark, Providence and Boston; Williamsport, Phillipsburg, Pittsburgh, Cleveland and Detroit; Harrisburg; and New York (LaGuardia).

Eastern's service is primarily north/south with five flights per day. Service is provided to Allentown, Reading, Philadelphia, Washington, Richmond, Charlotte and Louisville to the south and Binghamton to the north.

Altair operates six flights per day serving Allentown and Philadelphia, Harrisburg, and Albany. Pocono provides a regional air-taxi service.

Williamsport Airport Facilities at the Williamsport Airport consist of three paved runways ranging in length from 3,540 feet to 5,040 feet; a control tower; an instrument landing system; a flight service station; and a terminal building with restaurant facilities, Weather Bureau Station, car rental and taxi service. Scheduled service is provided by Allegheny Airlines and Altair.

Allegheny operates twelve flights per day serving Phillipsburg, Pittsburgh, Erie, Cleveland, Detroit, Wilkes-Barre/Scranton, Newark, New York, Providence and Boston. Altair has one flight per day to Harrisburg and return with connections for Philadelphia and Washington.

Hazleton Airport Facilities at the Hazleton Airport consist of one 4,910 foot paved runway and one 4,100 sod runway, a unicom communications system, a terminal building with snack facilities, car rental and taxi service. The airport is attended only during daylight hours. Pocono Airlines operates a commuter service through a contractual arrangement with Allegheny. They also operate four flights daily to Philadelphia.

County Facilities

Bloomsburg Municipal Airport Facilities at the Bloomsburg Airport consist of a 2,800 foot paved runway with a 300 foot sod runoff area at each end, an automatic lighting system, a unicom communication system, a flight service station, twenty tie-down stations and six "T" hangers. Services include major and minor repairs, charter and air freight, as well as student instruction. The facility is open seven days a week and claims twenty-four hour service. Presently there are ten planes of the single and light-twin engine class based there. It has been estimated that there are approximately 7,000 take-offs and landings per year with 300 to 400 of these involving air freight. The facility is privately operated under an agreement with the Town.

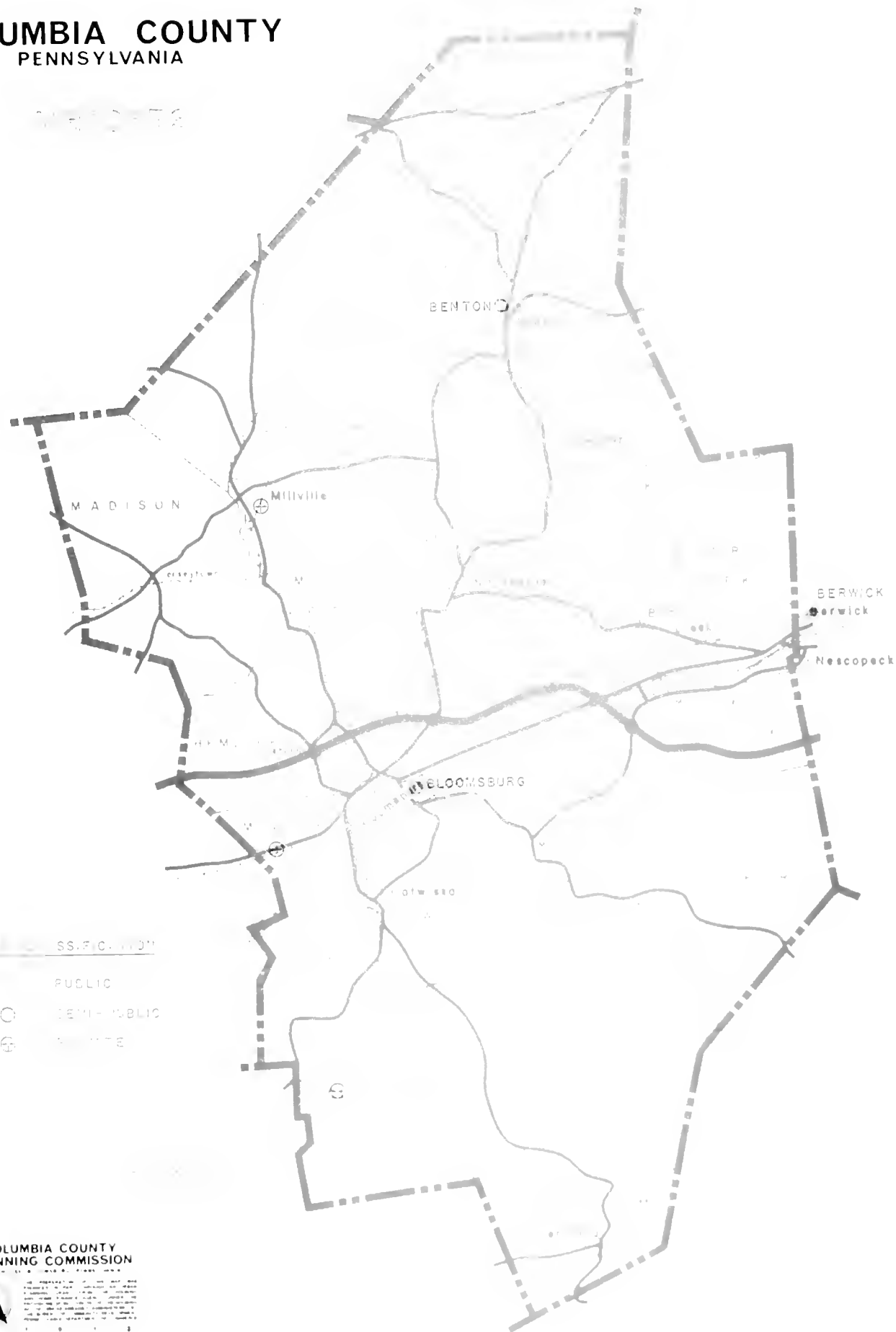
Berwick Airport Facilities at the Berwick Airport which is privately owned, consist of a 2,400 foot sod runway, a lighting system which can be activated from approaching aircraft, a unicom communication system, fueling facilities, ten tie-down stations and a general hanger for plane storage. Services available include charter and air freight, flight instruction and a courtesy car. Indications are that the facility may be closed if the community does not acquire or otherwise assist in its operation.

Benton Airport The Benton Airport is privately owned and almost exclusively used by a local flying club. However, it is also somewhat public in nature in that anyone is free to use the field and it is generally considered as being a community facility. The port has a sod runway approximately 2,000 feet in length, a general hanger for storage and six tie-down stations. There is a Janox (reflector) lighting system but not communications equipment. There are two single-engine planes based here and it has been estimated that there are approximately 500 take-offs and landings per year. Plans include runway lighting and additional hanger space.

Other Airports Other public airports utilized by Columbia County small craft owners and users are the Shamokin Airport in the Elysburg area and the Danville Airport at Riverside, both in Northumberland County. Several county aircraft, particularly those of the larger size, are also based at the previously mentioned Hazleton Airport in Luzerne County.

COLUMBIA COUNTY PENNSYLVANIA

Map of Columbia County, Pennsylvania, showing various municipalities and their boundaries. The map includes labels for Madison, Millville, Benton, Bloomsburg, Berwick, Nescopeck, and Nesquehoning. It also features a legend, a scale bar, and a north arrow.



- PUBLIC
- - - QUASI-PUBLIC
- ⊕ PRIVATE

COLUMBIA COUNTY
PLANNING COMMISSION



1:50,000

There are three private airfields recognized by various aeronautical units and publications located within the county. They are the Albertson field near Millville, the Yohey field at the Stone Castle Motel in Montour Township, and the Mensch field in Cleveland Township. These airports are neither available nor suitable for public use and, therefore, cannot be considered as part of the county's system of transportation facilities.

COUNTY INDUSTRY TRANSPORTATION SURVEY

During the course of this study, a questionnaire pertaining to transportation was mailed to approximately sixty Columbia County industries, with forty-six responding. The questionnaire was designed to provide information on the methods of transportation utilized by the major industries as well as the volume of truck traffic generated by the firm, together with an indication of any problems being experienced.

All respondents utilized motor truck transportation. Surprisingly, sixty-three percent either received or shipped, or both, by motor bus, although several firms indicated such use as being infrequent. A similar proportion (65%) made use of rail service while an unexpectedly high (41) percent utilized air service.

In response to the question concerning the number of truck shipments out and shipments received, seven firms reported 20 to 25 per week, eleven firms reported a volume of 50 to 65 per week, while six firms reported 100 or more (two were around 200 to 250 and two others were at 400 to 500 per week).

Nearly half of the firms indicated that they were experiencing some type of problem in respect to transportation. Four firms indicated street access problems - one in Centralia and Bloomsburg and two in Berwick (Others are known to be experiencing the same problem, particularly in Berwick and Bloomsburg. Generally, it is a matter of inadequate street widths, tight corners, and traffic congestion on the access routes to "in-town" industries.)

Another four firms were not satisfied with the degree of reliability of trucking firms - most often citing damaged goods. Three firms felt the available air freight service was not adequate. The following three difficulties were each mentioned by two firms: 1) package facilities for bus shipments at Bloomsburg, 2) shipping to western Pennsylvania, and 3) inability to obtain "thru-rates." (The latter two items are more of a regulatory concern than of community development.) One firm located in a rural portion of the county is experiencing difficulty in getting truck service and one firm felt rail service was inadequate.

CONCLUSIONS

For a "rural county", Columbia is rather well provided with transportation facilities and services. The central section of the county is well served by bus although facilities for handling shipments need improvement. Service could be better

in the southern portion and it is entirely lacking in the large northern section.

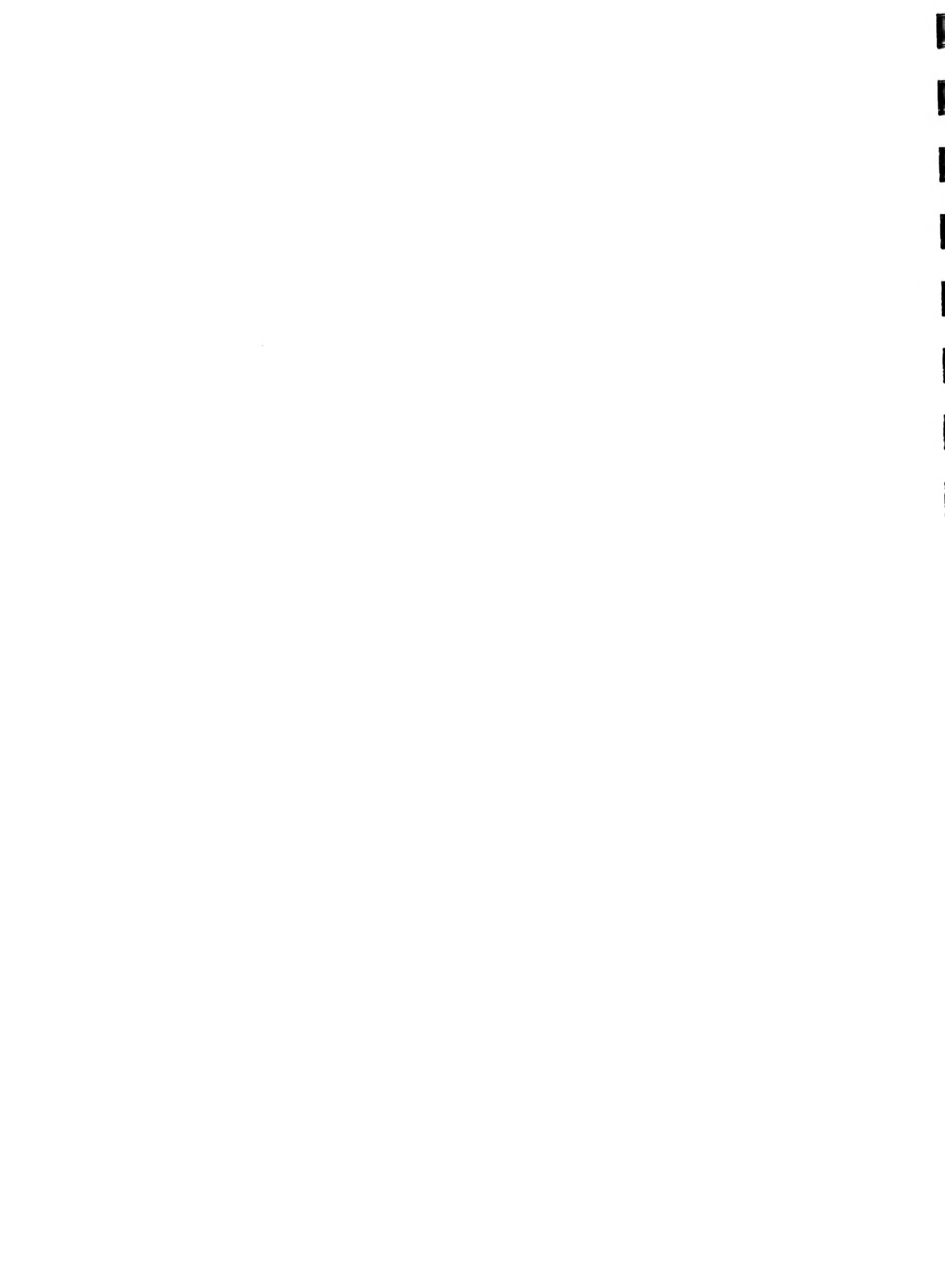
While there are some trucking difficulties, apparently due to regulatory factors, the physical aspect of this service is generally good. Connections to the Philadelphia area could be more direct and a number of "bottle-necks" need correction within the communities of Berwick and Bloomsburg.

All of the county's developed areas are served by at least one railroad except Centralia, which has no industries needing such service at present. Industrial development between Centralia and Mount Carmel may require service in the future. Rail service should be more readily available for shippers with less than car-load volumes, however, not much change can be expected in this regard until overall rail utilization increases to the point that it is practical to reactivate freight stations.

There is no question that air service could be more readily available. The question is whether or not there would be enough volume to support increased facilities and services. The fairly high number of firms using air freight service in the county tends to answer the question in the affirmative. Greater availability would likely stimulate greater utilization. Since the Bloomsburg field cannot be expanded and since the Berwick field is at the eastern extreme of the area, there seems to be a case developing for a larger, centrally located "county airport."

Although the highway network and the private passenger automobile are important to the county's overall transportation picture, (there are nearly 10,000 vehicles, mostly automobiles traveling U.S. Route 11 daily between Berwick and Bloomsburg - 80% of which have local origins and destinations) they have not been examined in detail in this study. This is done in the companion background study titled, "Major Thoroughfares."

Solutions to as many as possible of the problems and deficiencies brought to light by this study will be developed in the "Plan Phase" of the Columbia County Comprehensive Planning Program.



A P P E N D I X



ROLE OF TRANSPORTATION IN SHAPING DEVELOPMENT

The townsites of colonial America owe much to the early development of the transportation system. Many settlements developed at or near the locale of a major interruption in the flow of traffic, such as a waterfall on the river, or a body of water to be crossed; the end of the railroad tracks or canal, where it was necessary to change to another type of carrier, such as river boat to horse and cart; or at the intersection of routes where freight and passengers were transferred to other routes. It was usually necessary to provide some accommodation for drivers, passengers, and freight handlers while cargoes were being transferred from one carrier to another. Since it was the practice not to travel at night, an inn would often be established at these points for the convenience of the travelers and also for people living nearby. In many cases these inns became the nuclei of a larger community. The transportation centers soon became the logical market place of the surrounding countryside and attracted other industries - grist mills, foundaries, and the like.

As other methods of travel were developed, they logically connected with these established centers of economic activity and in addition, established new townsites at locations necessary to provide for their special needs. For instance, the railroads required fueling and water stops at frequent intervals, and at these points, a freight station was often established to become a point of transfer. Hence, a small community would develop. Similar developments occurred along the waterways at locks, fueling stops, or landings with the first residents often being employees of the transportation company.

The physical designs of the early townsites adapted themselves to the existing travel routes and types of vehicles. For example, the local street pattern often incorporated existing railways and many communities were proud of the "iron horse" belching black smoke down a major thoroughfare or through the middle of the business district. While the tracks are no longer in the street, the terminal yards and freight stations are, unfortunately, still in the fringe areas of many cities' central business districts.

In the early days of our Nation, people had to live relatively close to the place where they worked, thus forming compact communities. Mass transportation changed this considerably, and had a great deal to do with the form and size of our present urban areas. First, the inter-urban and suburban trolleys and railroads freed people from the necessity of living within walking distance of their work; they could then live close to any of the transit lines radiating from the urban centers. Later, the development of the bus and private automobile per-

mitted people to travel almost anywhere, from central city to rural area.

Some forms of transit systems are rather inflexible, particularly rail, air and trackless trolley. Buses are more flexible; however, even their routes cannot be changed freely. Once a bus route is established, it is difficult to change the riding habits of passengers, and the social pressures for retention of a route usually require that it remain in the first established location. Also a bus cannot be operated freely on all streets because of the necessity of maintaining a minimum density of population before a route can become profitable, or because the street is too narrow, or the turning movement too awkward.

The use of mass transportation in any Metropolitan Area reduces the number of private automobiles which would otherwise enter the central business districts, thus reducing the number of parking spaces needed, and making more efficient use of existing street space, particularly for moving traffic. This strengthens the downtown area and helps stabilize property values therein.

The traditional role of moving the mass of people to business centers or industrial plants by way of public transit has suffered from the severe competition offered by the private automobile, particularly since World War II, and has undergone a drastic change resulting in a marked decrease in the number of passengers. Despite these losses, there is still need for a good public transit system in any urban area for those who do not drive or own an automobile including those with physical infirmities, "for one-car families," and to keep the sheer volume of automobiles within manageable limits. No form of transportation is more costly than the automobile, not only in terms of operation, but also in terms of the facilities and space they require.

The rapidly expanding interstate highway system will likely establish, in the traditional way, new centers of economic activity near major interchanges with the establishment of shopping centers, industrial parks, and residential subdivisions, locations which may later develop as satellite towns as occurred at many former rail and canal interchange points.

COLUMBIA COUNTY TRANSPORTATION TRENDS

COUNTY MOTOR VEHICLE REGISTRATIONS

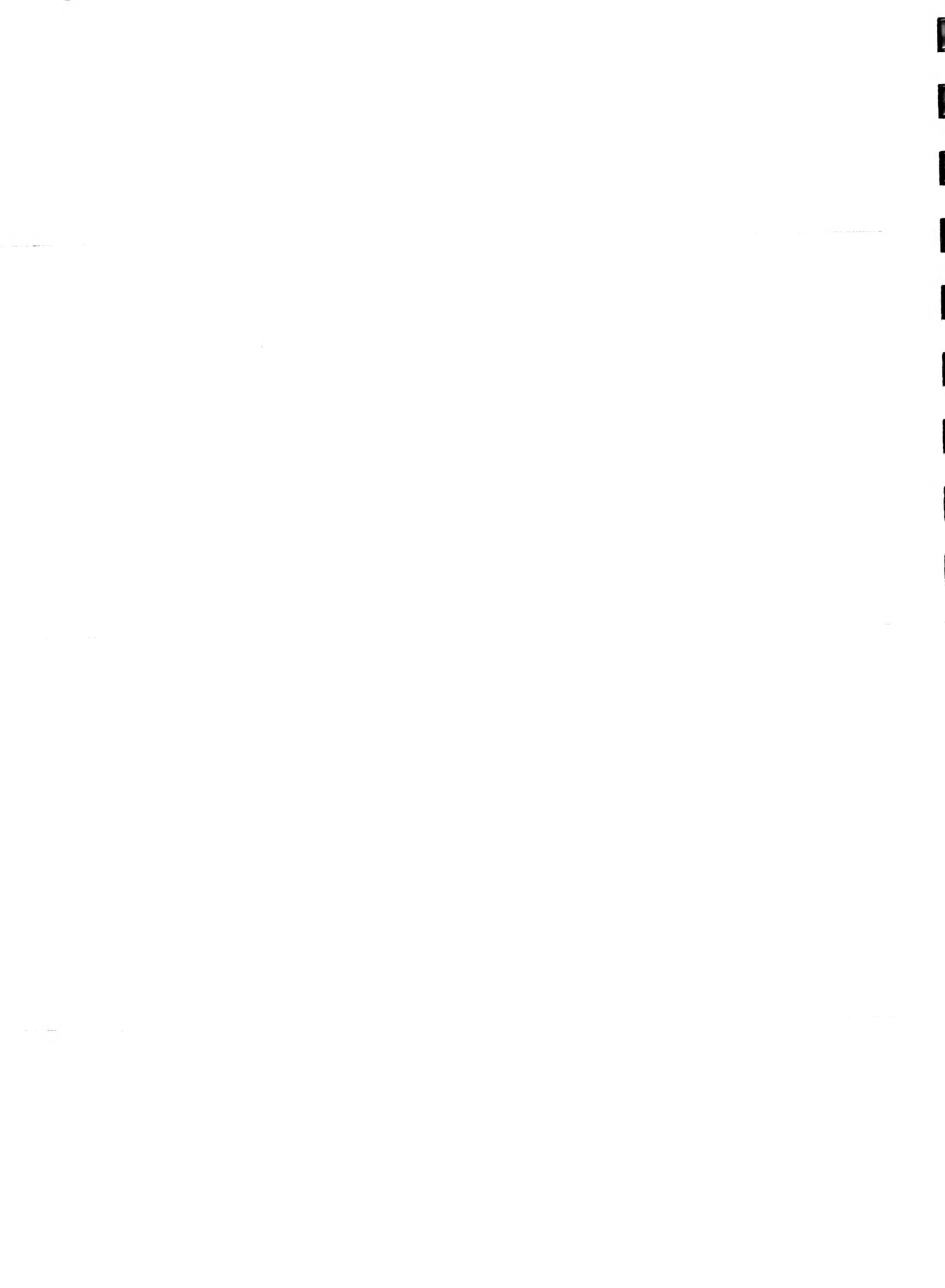
TABLE 1

	1960	1961	1962	1963	1964	1965	1966
PASSENGER	20,406	20,680	21,099	21,555	22,378	25,409 ¹	26,620 ¹
COMMERCIAL	3,464	3,527	3,549	3,634	3,718	3,850	3,957
MOTORCYCLE	173	179	193	216	291	448	525
BUSES	74	76	75	86	91	96	109
SUBURBAN	2,247	2,653	2,850	3,086	3,344	---	---
MISCELLANEOUS	1,403	1,453	1,484	1,504	1,696	33,766 ²	33,111 ²
TOTALS	27,767	28,568	29,250	30,081	31,518	100,865	101,810

¹ Includes Suburban Vehicle Classification

² Includes Certificates of Title, Assignments of Title, Transfer of Plates, Duplicate Registrations, Operators Titles, Encumbrance Records, and Dealers Temporary Tags

SOURCES: Penna. Dept. of Revenue and Penna. Statistical Abstract



AIRPORT DEVELOPMENT

One of the principal functions of a planning commission is the proper location of airfields in the Land Use and Transportation Plans. In this area, the locations have already been established and have been functioning for several years. However, that is not the entire problem, there is also the matters of whether or not the existing facilities are adequate now and for the future, of proper surface transportation to the facilities, of zoning of adjacent property, and of the probability of new types of aircraft to be accommodated.

Classification of Airports

Airports are logically classified by the types of aircraft they can accommodate and the services they can give to the public. The smallest type are variously called "community" or "secondary" airports; these usually do not have paved runways and are intended for light planes only. The "local" airport is larger, permitting transport airplanes of the DC-3 type and executive planes. The "trunk" airports are designed to serve the major airline routes up to 1,000 miles. These are fully equipped airports having paved runways, lights, and instrument landing facilities. The big "continental" airports are required by the large cities and important junctions on the major trunk lines serving continental flights up to 2,000 miles. The largest are the "intercontinental" airfields which are intended to serve transoceanic, transcontinental, or intercontinental flights.

Airport Types Federal Aviation Agency

<u>Designation</u>	<u>Runway Length</u>
Secondary (Community)	Below 3,200 feet
Feeder (Local)	3,201-4,200
Trunk	4,201-6,000
Continental	6,001-7,500
Intercontinental	7,501-10,500
Intercontinental Express	7,501-10,500 feet

The runway length is the principal determinant in classifying an airport. These dimensions are not precise, but fall within a range as shown on the preceding table. The Federal Aviation Agency then corrects them for elevation, gradient of the runway, the prevailing temperatures, and finally specifies the types and loadings of commercial aircraft that may operate from any given runway, and factors that affect the operation of the airfield.

Location Factors of Airports

The small "community" airfields require very little land and are more readily fitted to the Land Use Plan, whereas the intercontinental airports, with runways up to two miles in length, may require as much as eight square miles, and in those cases where it is necessary to buy sufficient land to protect the approach zone, even more is required. The location and area selected should be large enough to provide for sufficient expansion to insure that the original investment is not lost. New airfields must respect the air rights surrounding existing fields, estimated to be: community - 1 mile; secondary - 2 miles; local and trunk - 3 miles; and continental and intercontinental - 4 miles.

Because of the rapidly changing technologies in the aircraft industry, it would be difficult to predict what type of airfield will be needed in the future. Helicopters are becoming increasingly more important and economical on short runs, and the ducted aircraft and vertical take-off craft may be developed to a point where they are feasible for widespread use. The requirements for these types are considerably different from existing piston and turbine types.

The accessibility of the airfield is also of major importance in the location. Maximum driving time between the airport and Central Business District should be thirty minutes, or it begins to lose its attractiveness in terms of over-all travel time.

The use of land in the surrounding areas should be carefully considered, for airfields are noisy and may detract from residential property values. On the other hand, they could enhance the value of industrial districts. Because of the noise and the possible danger of crashes during take-off and landing, great care should be exercised to prevent the construction of any object that would either directly or indirectly obstruct the use of the runway and require the abandonment of the public investment. The runways should be located to take advantage of any natural feature which would tend to make the approach easier, and conversely, they should not be placed where chimneys, towers, and utility lines project into the approach zones, or topographic conditions make the approach difficult.

Airport Zoning

There is a space package which surrounds every airport which can be used to ensure the maximum safety of the airways and to protect the public investment represented by the airfield as well as surrounding properties and the lives of individuals

nearby. There are two ways of doing this. The airfield can be enlarged until it includes all the land necessary for full protection (this is extremely expensive and would require many square miles of land). The alternative is for the community to regulate the use of land and the heights of permitted structures through airport zoning. This is important not only in respect to planning for new facilities, but for existing airfields as well.

The Federal Aviation Agency and the State Aeronautical Commission have desirable space standards for each airport, and the zoning ordinance would establish height restrictions of a reasonable nature, that will not encroach upon this restricted area. (See Footnote) This would mean that proposed towers and super-elevated structures that extend into the restricted space would not be permitted, but any structure of normal height would be permitted according to the zoning classification. The ordinance may also restrict the land to those uses which are not affected adversely by the noise and potential danger surrounding it. Residential users would probably be annoyed by noise, whereas, industry would not be adversely affected and some even find it advantageous to be close to the airfield.

Meeting places such as schools or churches should not be located near the extension of the end of the runway, because of potential danger.

Footnote: State regulations establish a strip 300 feet wide along both sides of all runways. (The measurement begins 150 feet from the centerline of the runway.) Also, a "zone" extends out from the end of the runway at a 20 to 1 ratio. (For each foot of height, a building must be set back twenty feet.) Facilities making use of federal funds must adhere to FAA regulations. Their controls also use the 20 to 1 ratio, beginning 200 feet from the end of the runway. On instrument approach runways, FAA calls for a 50 to 1 ratio. On side restrictions, the federal government applies a ratio of 7 to 1 while the state has none.

Any zoning ordinance should take into consideration the needs of each airport within its jurisdiction, and the ordinance should be constructed so as to give maximum safety to the users of the airport and to the occupants of the surrounding land, and to protect the investment and the adjoining development.

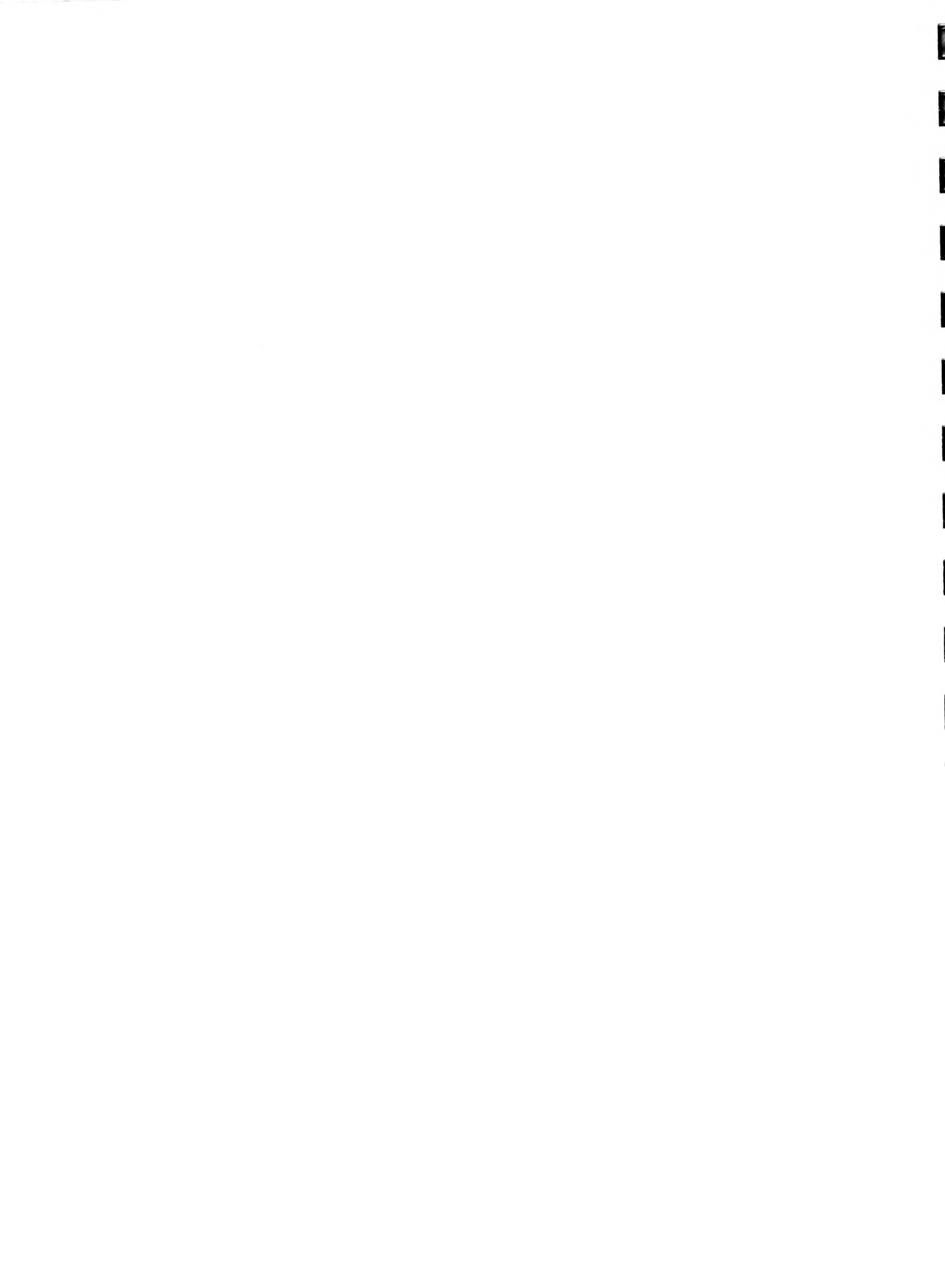
At the present time, no zoning ordinance explicitly applies to the airfields in the area. The only protection to the public safety and the public investment represented by the airfield is a provision of the State Law, "Airport Obstructions: Penalty (Act of July 27, 1953, P.L. 641, as amended, 2 PS 1458-1459, and as amended in 1955 and 1957)" which establishes approach areas at the ends of each runway and provides penalties for the erection and maintenance of any structure which projects into the approach area.

Also of interest for future consideration is the Airport Zoning Act (Act of April 17, 1945, P.L. 237, 2PS 1550-1563), which is enabling legislation enacted in response to the need to protect the airport users and occupants of land in the vicinity from the hazards to flight created by the improper use of land surrounding the airport. The Act declares - "(a) that the creation or establishment of an airport hazard is a public nuisance and injury to the community served by the airport in question, (b) that it is, therefore, necessary in the interest of the public health, public safety and general welfare that the creation or establishment of airport hazards be prevented, and (c) that this should be accomplished to the extent legally possible by exercise of the police power without compensation. It is further declared that both the prevention of the creation or establishment of airport hazards, and the elimination, removal, alteration, mitigation or marking and lighting of existing airport hazards, are public purposes for which political subdivisions may raise and expend public funds and acquire land or property interests therein."

The Act states that "every political subdivision, having an airport hazard area within its territorial limits, may adopt, administer and enforce under the police power and in the manner and upon the conditions hereinafter prescribed, airport zoning regulations for such airport hazard area, which regulations may divide such area into zones, and within such zones specify the land uses permitted, and regulate and restrict the height to which structures and trees may be erected or allowed to grow."

The Act also goes on to provide for the creation of a joint airport zoning board which would have the same powers, and to provide for the incorporation of the airport zoning regulations into a comprehensive zoning ordinance at the appropriate time.

The adoption of "airport zoning", whether as a separate regulation or as a part of a comprehensive zoning ordinance, should be undertaken by all communities in which an airport is located as well as by any community having territory located in the vicinity of such a facility.



BIBLIOGRAPHY and ACKNOWLEDGEMENTS

HISTORY OF COLUMBIA COUNTY PENNSYLVANIA;
Columbia County Historical Society

COLUMBIA COUNTY TRANSPORTATION SURVEY;
Columbia County Planning Commission

MOTOR CARRIER SCHEDULE CARDS, and PUBLIC UTILITY LAW;
Pennsylvania Public Utility Commission

RULES AND REGULATIONS GOVERNING COMMON CARRIERS, AND
CONTRACT CARRIERS FOR TRANSPORTATION OF PROPERTY BY
MOTOR VEHICLE;
U.S. Interstate Commerce Commission

AMERICAN MOTOR CARRIER DIRECTORY;
American Trucking Association
(Courtesy of the Interstate Commerce Commission)

TRANSPORTATION DEVELOPMENTS, CITIES, AND PLANNING;
American Society of Planning Officials

We would also like to extend our appreciation to the bus and rail companies operating within Columbia County, the owners and operators of airport facilities within and about the area, the industries of the county and the Chambers of Commerce of Berwick and Bloomsburg without whose cooperation and assistance this study would not have been possible.

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