

Farm and Home

County Extension Agents
Mills Phillips
Mrs. Sharon A. Wilson
Mrs. Margie Wilson

By Mrs. Margie Wilson

Alternative mortgage instruments are likely to be used in the future. Congress has authorized a permanent program of graduate payment mortgages with FHA insurance. These payments will be smaller in the earlier years of the loan and will increase as time passes. The fixed and grocery products industry, textiles and apparel industry, soft drink industry, and others are moving steadily toward deflation.

Clothing expenditures have increased due to two reasons: a rise in population between 14-34 age group which is the group that spends more for clothing and because of an increase in disposable income. In 1977 clothing expenditures (including shoes) the first three quarters averaged \$73 per person. The cost for upkeep of clothing was 4.6% higher than in 1976. Prices for fall apparel was 14.8% higher than in 1976. Higher prices reflected increased costs for natural fibers such as cotton, wool, silk and cashmere. There was an increase in fabric yardage sold.

Consumers who select high price fashions will expect durability. More fashions will be planned ahead with attention to make the best use of wardrobes by restyling, re-accessorizing, re-mixing and re-matching. One can anticipate continuing increases in yardables, clothing exchanges, alterations and second-hand shops will do a good business.

In housing, it is predicted a moderately rising interest rate. Less money being available for housing is expected to be 200,000 units less than in 1977. Apartments is expected to exceed 100,000 units above that of 1977.

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MSU offers new degree

WINCHESTER — A college degree offered entirely within an industrial plant? And only for the plant's employees?

This is exactly the situation at the Winchester truck axle plant of Rockwell International where Morehead State University has nearly 80 persons enrolled in courses leading to an associate degree in industrial supervision and management.

A cooperative venture between MSU and Rockwell, the program started during the fall semester and reportedly is succeeding.

"We are very pleased with the quality of instruction and the University's willingness to help us do a better job of developing managerial personnel," said Plant Manager Don Old.

His sentiments are echoed by Personnel Director Bill Adair, who coordinates the program with Dr. John Duncan, MSU's vice president for academic affairs.

"This is an excellent program and we already have seen improvement in those enrolled during the fall," Mr. Adair said. "And we have the flexibility to tailor the course work to fit our special needs in this and other Rockwell plants."

As the second largest plant in Rockwell's Automotive Operations, the Winchester facility frequently is tapped for supervisory personnel to be assigned to other plants.

"This program provides a great opportunity for our salaried personnel to better themselves and, by improving their job skills and performance, they become more effective for Rockwell," Mr. Adair added. "The company sees this program and others where we pay tuition as excellent investments in the future."

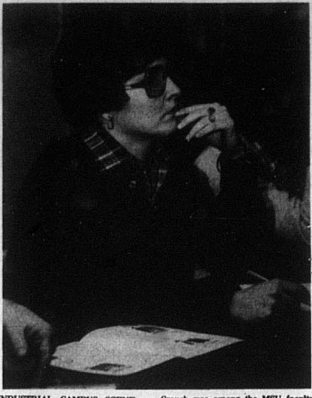
MSU faculty members travel to Winchester to teach classes in the early afternoon and evening. The classes are scheduled just before and after shift changes at the plant. Classrooms are provided by Rockwell.

"This is a splendid example of how we can combine our teaching and public service roles for the direct benefit of many citizens and a major employer," said Dr. Duncan.

But higher education at the Winchester plant is not new for MSU or Rockwell. A master's degree in business administration was launched three years ago and several management personnel have completed the MBA program without taking one class outside the plant.

"This is a good partnership and we are looking forward to a long and pleasant association with Morehead State University," Mr. Adair concluded.

MSU's reaction was summarized by Joyce Crouch, instructor of speech at Rockwell. "I'm highly motivated and determined to relate their classroom work to their job. It is a terrific experience for all of us who teach there."



INDUSTRIAL CAMPUS SCENE — Crouch was among the MSU faculty members involved in the first semester Morehead State University, listens carefully to a presentation by one of her students at the Winchester truck axle plant of Rockwell International. Miss employees.

Frankfort Facts

by Sen. Ed Ford

FRANKFORT — The 1978 General Assembly passed the half-way mark last week as the Senate adopted House Bill 406 which would allow all tobacco warehousemen to give rebates to tobacco growers. The stipulation is, if a warehouseman offers a rebate to one grower he must offer the same rebate to other growers. The bill, also, prohibits the financing and hauling of tobacco by the warehousemen.

In the Senate committee on Agriculture and Natural Resources a similar bill came under discussion. SB 2 would allow rebates with the same stipulation as that contained in the House Bill. The Senate bill is being held in committee for further study.

Local persons attend regional Southern States meet Feb. 21

Approximately 80 members of Southern States Cooperative's local board and committee members, agricultural workers and retail agency managers from this area, will attend a regional board meeting in Morehead, Ky., Feb. 21. The session will be held at the Holiday Inn and registration will begin at 9:30 a.m.

Nicholas Countants attending the meeting are: Scott Martin, manager of S. S. Carlisle Cooperative; local board members; Eugene Letcher, Kenneth Stephenson, James Platt, Rose Wayne Smoot, Herbert Cecil Duncan all of Carlisle and Lovell Livingood of Moorefield; and guest young farmers, Larry Hatton, David Smoot, and Rodney Hatton.

Featured at the session will be a look at "Agriculture — A Certain Future" to be presented by M. A. Tomlinson, cooperative director of Feed Division, who has been a member of the management team that will attend the session.

James S. Coleman, director marketing, the man coordinating the operation will report on the cooperative's operations for the past six months of the 1977-78 fiscal year. Also on the agenda will be a look at "Service to Agriculture in Our Community," presented by Ken Burgess, a regional manager of the cooperative, headquartered at Huntington, W.V.

Following an open-forum discussion and lunch, the session will adjourn.

The Special Commission on Comprehensive Care on which I have been serving since September, made recommendations to the Governor this week. The Commission was not dissolved but will remain intact in case further study is needed.

I have introduced SB 198 which is needed for passage Tuesday, Feb. 14. This bill will allow school districts, if they so desire, the right to extend the length of the school day prior to an emergency. This time can then be used to make up missed days. I believe that spending more time in the classroom is much better than just removing ten days from the calendar. However, the provision remains that will allow the State Board of Education the right to declare five calamity days under certain conditions. The past two winters have convinced me this bill is necessary.

My committee on Dyslexia has held a public hearing and plan to hold another this week. This committee is to serve until the 1980 General Assembly convenes. After this week I do not plan any more hearings until after this session adjourns. This problem needs serious study and I feel we should wait until the interim so that we can devote more attention to the subject.

I am now receiving results from throughout the District on the poll in last week's paper. I certainly appreciate your taking the time to share your thoughts. If you need to communicate with me or your Representative, Adrian Arnold, we can be reached by mail addressed to the State Capitol Building, Frankfort, Kentucky 40601 or by calling our toll free number, 1-800-375-5976.

Local L & N railroad may be converted to short-haul coal line

(Editor's note: The following story was reprinted from the KENTUCKY POST. The L & N Railroad Company has published a Notice in today's MERCURY entitled "Environmental Threats to the Profitability of a Rail Line" (page 2). This is emphatically not a finding by the Interstate Commerce Commission specifically on the matter of environmental effect. Also, the Notice states that an agreement between the L & N and the C & O will provide rail service to Mayville via the C & O, enabling 82 per cent of the current traffic to retain direct rail access.)

By Jim Blair

MAYVILLE — The plans are "fuzzy" now, but if realized, this city would become a coal shipping center.

There's a move to buy a 36-mile L & N Railroad spur line between Mayville and Paris and converting it into a short-haul coal line.

And there's also a plan to develop a major coal terminal in or near Mayville.

The man coordinating the spur line purchase deal is W. A. Knight, a Louisville attorney and transportation consultant.

Cost of rehabilitating the aging rail line "will be \$145 million at least," Mr. Knight said in a telephone interview Tuesday.

The group apparently interested in putting up the money is from Texas, Mr. Knight said.

"I can't disclose who they are yet," he said, "but they're a billion dollar fund."

Mr. Knight said an Arab group also had attempted to contact him in regard to the line.

How much coal the line would carry hasn't been determined, Mr. Knight said.

About 300 coal trucks normally make runs to Mayville daily, Mr. Knight said.

"There could be as many as 500 loads a day over the rail line," Mr. Knight said, and he cautioned, "No complete studies have been finished yet — that's in the imagination of people" who may be involved in the operation.

The prospect of converting the L & N line into a short-line and establishing a coal terminal is "exciting," Mr. Knight said. "And it will avoid a lot of people — the money that will be made — people are looking for greener pastures, overlooking the fact that we have our natural resources here and the water to move them."

Mr. Knight said he has experience in short-line operations in the 40 years he's been in the transportation business. Not profitable.

The L & N spur is not a money maker, said Terrell Ross, executive director of Buffalo Trace Area Development District (BTADD).

"Last year (the L & N) filed for abandonment," Mr. Ross said. "But it was rejected by the Interstate Commerce Commission because they hadn't completed an environmental assessment. It is my understanding that they have filed for abandonment again."

According to BTADD transportation planner Steve Miller, the formula used to determine profitability of a rail line is that 70 car loads of goods should be carried per mile per year.

"When the abandonment was filed (it listed) 19 car loads per mile per year," Mr. Miller said.

"Only one regular train operates on the line," Mr. Ross said.

The train, which serves lumber yards and farm suppliers along its route, operates only five days a week, Mr. Ross said. It usually consists of an engine, a caboose and two or three cars.

"The train moves about 15 mph because the tracks are in such deteriorating condition that it's unsafe to move any faster," Mr. Ross said.

The proposed coal shipment terminal would be on the Mayville end of the line of the Ohio River.

According to Tyre Rimes, who operates U. S. Energy and Resources in New York City, and James Finch, president of the Bank of Mayville, a terminal may be located on a 45-acre plot in the eastern part of the city.

Mr. Rimes said he represents two major companies interested in the terminal, but he would only add, "We are moving along as quickly as possible — on the project."

Mr. Knight said those involved in the spur line plan will meet Tuesday in Mayville.

An improved rail line and the coal terminal would have two principal advantages for the area, Mr. Ross said.

"It is the only solution we have to the problems we have with coal-hauling trucks on our limited access highways, creating congestion that's unsafe to move any faster," Mr. Ross said.

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