

# The Carlisle Mercury

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## General Assembly convenes Tuesday

When the 1978 General Assembly convened at Noon on Tuesday, Jan. 3, there were nearly 200 pre-filed bills ready for introduction. Pre-filed bills are introduced on the first day of the session and will be assigned by the House and Senate Committees on Committees to appropriate standing committees for consideration.

Those bills that were introduced by Interim Joint Committees will probably be referred out of the standing committee at its first meeting. Pre-filed bills have a certain advantage over legislation introduced later in the session. They have already been studied by interim committees that met and heard testimony concerning the bill's content, and already have been acted upon by a committee. A pre-filed bill, because it is introduced the first day, is available to all members of the General Assembly for study early in the session. This gives new members and members who were not on the interim committee involved, an opportunity for input into the bill.

Pre-filed bills can also be introduced by individual legislators. These bills, also go to the Committee on Committees the first day and are referred to the appropriate standing committee. In the case of individual bills, that have no previous committee approval, the bill follows the normal procedure of committee review. Committees may send bills to the full House or Senate with "favorable," "unfavorable" or "without comment" reports. Committees may propose amendments to the bills or decline to return the bill to the full House or Senate.

Approximately half the bills introduced each session never get out of committee, and unless a bill receives a "favorable" committee report, its chances of passing are slim.

Council decided to hold its regular meeting on the second Monday of each month at 7:30 p.m. The Planning and Zoning Commission recommended that Hazardville be zoned R-3. Council approved the recommendation.

Mayor Bill Power appointed the following standing committees, the first councilman listed is chairman: Sewers—Hughes, Cort, Fay, Building, Lighting and Fire—Fay, Green, Crawford; Gas, Streets and Allies—Cort, Hughes, Green; Supplies and Trash—Green, Sparks, Crawford; Finance and Office—Sparks, Hughes, Cort, Walter—Crawford, Sparks, Fay. The position of City Attorney, vacated by the resignation of Billy G. Hopkins, remains unfilled.

### ASCS accepts farm allotment applications

New farm applications are now being accepted at the Nicholas County ASCS Office. In order to be eligible for a new farm allotment, the following requirements must be met:

1. Neither the owner nor operator shall own or operate another farm in the U. S. with a current year allotment or quota.
2. The producer must own, or have readily available, equipment and other facilities necessary for the production of the commodity.
3. The operator must expect to obtain more than 50 per cent of his current year income from farming.
4. Must have experience during at least two of the previous five years on a farm having an effective allotment or quota for the commodity.
5. Deadline for filing applications is Feb. 15.

### Quick windup forecast as tobacco market opens

After a study of the government's latest supply-and-demand estimates and the market figures on the present crop, it was generally predicted that 1977 quotas probably will be about the same as 1977, with no reduction likely. The last national poundage quota cut was in 1974, a 5 pct. reduction. Burley stocks are about 2.8 years' use estimated at 1.2 million pounds of 2 1/2 years, under the USDA formula. This year's crop, now about 1/4 sold, is estimated at 1.2 million pounds, up 1 pct. since the market opened but still 4 pct. below the 1976 crop of 679 million pounds. The subject of next year's production quota was also briefly at the December meeting of Bigley Tobacco Growers Cooperative Association director.

### Sunday and holiday mail pickup toll

John Anderson, local postmaster, has announced the following schedule for Sunday and holiday mail pickup: Mail dropped in the out-of-town mail box in front of the post office on Sundays and holidays will be picked up and sent to Lexington that day. This is the only mail box in town from which mail will be sent on these days.



County officials were sworn-in Monday morning at the Courthouse. They are, from left, County Judge Reese Snow, Magistrate Paul Tischer, Clarence Ralph Shaver, Magistrate Bob Lyvin, Magistrate Melvin Pyram, Jack Randolph and "Buz" Atkinson.



The new City Council and Mayor were sworn-in Monday night at City Hall. They are, from left, Councilmen Carl Sparks, Clarence Cort, Julian Green, Alex Crawford, Frankie Hughes and Charles Fay, and Mayor Bill Power. — Jeff Smith photo.

## Two district judges sworn-in; trial commissioner opens court

Nicholas County's two new district judges have been sworn in and they are now ready to try their first cases. They are Judge G. A. Familaro of Mt. Olivet and Judge Wayne Fitzgerald of Cynthiana. The new District Court replaces Nicholas County and Quarterly Courts and Carlsle's Police Court. Throughout the state some 600 county, quarterly and city judges are being replaced this week (Jan. 2) by 113 district judges and 54 trial commissioners. Since neither of the two district judges resides in Nicholas County, Billy G. Hopkins has been appointed trial commissioner for the county. The trial commissioner must also be a lawyer whenever one is available. He will handle routine legal matters such as setting bail, issuing warrants and holding examining trials. He opened District Court this morning to hear any routine matters which might be handled in the absence of the District Judge. The courts will also have a new judicial function in Kentucky. In the Small Claims Division a person can receive an informal hearing without the need of attorneys on disputes involving \$500 or less. Changes in the state's appellate court system, including creation of a new intermediate Court of Appeals, have already been implemented. The district judges will receive \$27,000 per year and are elected to a four-year term. The 10th District, served by Judge Familaro and Judge Fitzgerald is composed of Nicholas, Robertson, Harrison and Pendleton Counties. The judges' offices is located behind the big courtroom on the second floor of the Courthouse. Circuit Clerk Emulah Hughes' office is responsible for keeping records for the District Court. Also going into effect last Monday was a unified procedural system which will place all of the state's prosecutors under the administration of the state attorney general and a unified traffic ticket system. County Attorney Joseph H. Conley will assume the additional prosecutorial duties of the old city attorney. He will be the sole prosecutor in the District Court.

## Railroad abandonment under study; tracks through Nicholas included

By T. G. Moore Associated Press FRANKFORT — More than 200 miles of railroad tracks in 14 locations across Kentucky face possible abandonment soon because they are no longer profitable for the companies that own them. But planners in the state Department of Transportation are working on ways to salvage the lines or develop alternate means of moving the freight the rails now carry. The state will develop the Kentucky Rail Plan, to be eligible for \$13 million to \$5 million in federal matching funds that will be used to subsidize the lines or upgrade existing roads as alternate freight routes. The rail plan, expected to be completed by next fall, involves extensive public meetings and analysis to determine the state's policy on each of the 14 potential abandonments, says Donald Ecton, assistant director of systems planning in the Transportation Department. "We must develop a state rail plan that get the federal funds, but the ultimate decision on the abandonments is the department's," Mr. Ecton said. Much of the research and analysis will be performed by CONSAD Research Corp., a Pittsburgh firm that developed West Virginia's rail plan. A personal service contract of \$60,000 was approved for CONSAD last week. Studying Best Action Mr. Ecton and Dick Curre, a rail planner in the Systems Planning Division, outlined the development of the Kentucky Rail Plan in a recent interview. "The plan is divided into two main phases," Mr. Ecton said. "The first phase involves the analysis of each potential abandonment for the various impacts of terminating rail service. This would include possible loss of jobs, increased cost to shippers and various other economic factors. The 49.2 mile branch of the Louisville — Nashville Railroad track between Paris and Mayville through Nicholas County is under abandonment. Several local officials attended the state rail plan regional meeting in Flemingburg in December to provide input on how to save the local railroad. Local officials are against the proposed abandonment. "Further, we will be studying what course is best to pursue for each individual situation; whether it is best to seek federal matching funds for short-term subsidy of the line, upgrade highways as alternate routes, try to attract more shippers to the line to make it profitable, and so on," Mr. Ecton added. "Then we will assign priorities to the lines and the possible course of action. The second phase of the plan, Mr. Curre said, calls for a depth study of the long-term potential on each line, including current and future rail traffic and commodity flow in view of the local economic outlook. "The funds available under the Federal Railroad Revitalization and Regulatory Reform Act of 1976 (commonly known as R1) are transitional to 1981," Mr. Curre said. "If the subsidy route is chosen for a particular line and that line has not become profitable by 1981, then that line will have to go by the boards or some other means of moving the freight will be developed." All of the 14 potential abandonments are on "light density lines," meaning that now each carry less than 1 million tons of traffic a year. Some Provide Key Service The amount of track facing abandonment is small compared to the 2,737 total rail miles in Kentucky. However, some of the branch lines provide key transportation links between manufacturing and shipping centers. The branch lines vary in length from a nine-tenths of a mile bell in Lexington owned by the Chesapeake system to the 49.2-mile branch of Louisville & Nashville Railroad track between Paris and Mayville. More than 120 miles of the 202-mile total facing abandonment is owned by I.

and N. The Chesapeake system operates about 12 miles of the total, while the Illinois Center Gulf Railroad owns about 70 miles. "Whatever we do from now to 1981 is geared toward making the lines profitable," Mr. Ecton said. "We want to delay abandonment either can be avoided or alternate freight routes developed. "A series of public meetings already has been held in five locations around the state to gather public input," Mr. Ecton said. A draft rail plan will be put before the public sometime next summer, followed by a series of public hearings. The final plan will be submitted early next fall to the Federal Railroad Administration for approval.

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