Opinion

Campers set park record

The largest crowd of campers in the history of Blue Licks State Park was recorded over the fourth of July weekend. A total of 73 trailers pulled into the campgrounds on Friday, 68 stayed through Saturday.

One small problem. The park is equipped with only 51 blacktop pads with electric and water hookups. "With a little dong," said manager Sam Devine, "we didn't have to turn anyone away. Just call me drop test Sam," he laughed.

On the same weekend last year 36 campers were in the park so the number this year was more than double the 1985 total.

Devine is presently accepting reservations from antique and hatchcraft dealers for booth space during the Battle of Blue Licks reenactment which will be observed Aug. 16 and 17 on the park grounds. Persons interested in selling or exhibiting items should call him at 289-6007.

Also, and this should be of interest to a lot of people, the park will be the site of an antique car show on Sunday afternoon, Sept. 7. That's still a while down the road but worth a mention for those making plans ahead of time.

Meanwhile, if crafts or antiques are your thing and you plan to take advantage of the reenactment celebration crowds, give Sam a buzz. Booth space has a way of getting scarce, as we understand it.

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Flash!

On the subject of the park, a front page story suggests the possibility that the park could expand into Nicholas County if someone would donate the acreage as a tax deduction. What a break that would be for the county as a whole and Blue Licks in particular if this would come to pass.

Anyone feeling generous down that way? It's tax deductible, you know.

****

Geneva to the rescue

No sooner than the paper had hit the newsstands last week than Mrs. Geneva Allisea called with the requested particulars on the Carlisle High School alumni banquet. As noted here, it will be an event of Aug. 16, which is the third Saturday of August and will be held at the Nicholas County Elementary School lunchroom at 6:30 p.m.

Aug. 14 is the deadline for reservations for the ham dinner which costs alumni $7 (including $1 for dues) and guests $8. Geneva hopes that someone from each class will call his/her classmates to remind them of the annual event. Call her with your reservations at 289-3127 or write her at 212 Walnut Street. You may also call Carolyn Terrell at 289-7446.

The class of 1936 will mark its 50th reunion this year. And it will be 40 years for the class of 1946. Had a call from Reese Letcher now of Frankfort, who graduated in '46. I think he said, and hopes to be present for that milestone.

The Mercury will have more particulars as the time nears, but this will do for starters for those planning to come from a distance.

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From the mailbag

... comes a letter from Christine (Mrs. Joe Allen) Sisco suggesting the article on her husband which appeared in the Louisville Courier-Journal four years ago. Entitled A Top Spinner, it was written by C--J columnist Byron Crawford, and is still a honey. And then 73, as one of Nicholas County's best storytellers.

Crawford came to the Stone's farm on the Moorefield Road at the suggestion of Cleve Stone, their son, who just happened to go to the same church as Louisville that Crawford attends.

In case you missed the article, here's one of the "true" tales Joe Allen told columnist Crawford.

When he was a young man, Joe says, he got to be a fast runner by chasing rabbits. Times were hard. There was a drought in the midst of a depression. Joe and his cousin were often sent afield in search of meat for the family table.

That chore they pursued with great intensity, and each finally acquired sufficient speed and stamina to overtake a rabbit at full hop. When they pulled even with the rabbit, usually in a dead run, they would lean over and feel to see if it was fat. Fat ones were captured, skinny ones were let go.

By and by Joe and his cousin went off to college where they duly impressed the track coach with their blinding speed. Joe would circle the base path of a ball diamond in nine seconds. His cousin could do it in eight.

One day after running practice, Joe's coach called him over.

"Stone," he said, "there's one thing that puzzles me about you. When you run, why is it you hold one shoulder so much lower than the other?"

****

Memories rekindled

Saturday's fire at the old Barterville store reminded me of the times, and there were times, I still drink a hot egg to Uncle Butler Ritchie (store proprietor), who performed miracles to somehow change the egg to a stick of horehound candy, right before my very wide eyes.

In those (depression) days cash was almost non-existent, so it was a real treat when Granny (Mattie Asbury) would tell me to go to the henhouse and see if I could find an egg. Then it was up the hill and down the road at a short skip and a jump to the candy case of the first real store I ever knew.

A lot of fine people passed through its doors during the decades it served as a post office, gas station, and general merchandise store.

I'd love to hear from any of you who would like to share your recollections.

****

Command performance

The Carrsco Cloggers were a busy bunch over the July 4th holiday weekend. They not only clogged during the Blackberry Festival, but, at the invitation of Mrs. Connie Asbury, gave a clogging exhibition during the Asbury family annual

• See Hereabouts, page 3

Here Abouts

...with Emily A. Wolf

Hang onto...*those holey jeans, the slobs will rise again*

Here's a fashion note for the fall season: Jeans with holes in them are likely to be the newest trend in leisure wear.

Those of you who just picked up a screwdriver and indiscriminately punched a couple of holes in your jeans must go back three spaces and hop into a leisure suit. You understand neither fashion nor the American economy.

The holes will be put in at the factory. By experts. The jeans will go for $44 a pair. I'm not making this up. Watch out, Japan. Here we go.

I know. I know. It sounds way out. But when you think of it, this idea isn't new. The concept of building in defects at the factory was pioneered long ago by the automobile industry. And before that, the Swiss cheese people. The fashion industry has been a little late getting to it.

This has been an evolving process. For a couple of years now, people incapable of wearing out their jeans on their own have been able to buy stonewashed jeans.

To get that faded look, jeans manufacturers first dye the jeans to make them look new. Then they immediately launch the aging process by putting the jeans in massive laundry tubs and pummelling them with stones. Some of the stones left unturned. This strips the denim of all but the faintest of color. It is equivalent of an active young boy wearing his jeans on the first day of about five years with his mother scrubbing them in a wash board.

This was a breakthrough, this stone-washed jean. Unfortunately, it was missing. Now those incapable of waiting till the jeans are only worn, but torn, too, will finally have their needs met. Goodbye wash 'n wear. Hello, worn-torn.

Soon you'll be able to get new jeans that are faded and ripped. The holes we are told, will be in the pockets, bottom and knees, but for God's sake, not through the designer label.

If they will add bib overalls with a faint odor of manure to their fashion list, it could help the farm economy. Particularly if they hire farmers to prewear them before putting them in the market.

Britches with holes in them are no big deal for me. I've been wearing them for years and only my wife has complained. To make them truly authentic, they need a line of pants with burn holes in the front, the kind every pipe smoker has.

The jeans people predict their jeans will be one of the hot fall sellers. They figure a lot of consumers will go for the individual statement that these jeans make. The only statement I can make in them is I make is that their wearers are idiots or just too poor to afford a decent pair of britches.

Jean Driscoll of Jeanswear Communications, an industry group, recently told the Associated Press that "the bleached-out, torn-on-purpose look" has appeal to younger customers who are leaning toward a '50s and '60s perspective. They're interested in James Dean and the whole revival of the '60s."

Is this all we have to show for the

RUSS METZ

'80s Hands Across America and premutilated jeans?

—RMS—

Robert Kent, a teacher at the Harvard Business School, has gathered together 2,500 of what he thinks are the best quotes from Aristotle to Iacocca about money and the many ways it's made, legally and not so, published them in a pocketback book titled—what else—Money Talks."

Here are a few of his selections:

"The man who has a million dollars is as well off as if he were rich." (John Jacob Astor)

"If you can actually count your money, then you're not rich." (Joseph P. Kennedy)

"There are two times in a man's life when he should not speculate in stocks: when he can't afford it and when he can." (Mark Twain)

"An acquaintance is a person we know well enough to borrow from but not well enough to lend to." (Ambrose Bierce)

"Under capitalism, man exploits man. Under socialism, the reverse is never true." (Vicki Baum)

"Nothing is illegal if 100 businessmen decide to do it." (Andrew Young)

"Advertising may be described as the science of arresting human intelligence long enough to get money from it." (Stephen Leacock)

"When you are skinning your customers, you should leave some skin on to grow so you can skin them again." (Nikita Khrushchev)

"You can fool all the people all the time if the advertising is right and the budget is big enough." (Joseph E. Levine)

"If the rich could hire other people to die for them, the poor could make a wonderful living." (Yiddish proverb)

—RM—

Statistically, 40-year-old, college-educated single women have a better chance of getting killed by a terrorist than of ever getting married.

Some choice, eh, ladies? Eenie, meenie, minie Moammar.

That fact is contained in a study quoted recently in Newsweek. The study focuses on the decreasing odds of wisdom for Baby Boomer women as they grow older.

Granted, today many women are content to remain single, thank you very much. Some even have come to view marriage as much "I do" about nothing.

But other single women are finding new ways to meet Mr. Right (or at least a Mr. Reasonable Facsimile). For example, Miami attorney Margaret Kent teaches a $1,295 course called "How To Marry the Man of Your Choice." She urges this strategy: Meet the man. Interview him for the job of husband. Let him interview you for the job of wife. Then tie the knot—if you have enough money left to pay the preacher after the nicks you for the tuition.

Here's how this no-nonsense process might unfold after two single people have met...perhaps at the local Kmart:

She: Ready? O.K. Tell me a little about yourself.

He: Gee, the Blue Light Special really sets off your hair. It's a get hitched.

She: Uh, you were telling me a little about yourself?

He: Oh, yeah, sorry. Well, I'm a pretty complex guy, you know. Like I pump iron, but I'm also into art.

She: You have a tattoo?

He: Only if the penguin calls me.

She: Do you have any reference?

He: Yeah, I've been dating Jean Rashnowski. She reminded me so much of Mommy.

She: And what happened to the girl who reminded you so much of Mommy?

He: She ran off with Daddy.

She: Uh, I think that about completes the interview.

He: So whaddaya say? You'd be lucky to get me. You're 40 years old, y'know.

She: For some reason I've changed my mind about marriage. I think I'll just take my chances against a terrorist.

Onward, upward.

Rail line through Carlisle given new life

By Maxine Mullins

(Editor's note: The author writes for Kentuckians for Better Transportation. This article appeared in the summer 1986 KBT newsletter and is the second in a two-part series on TTI.)

Paris — Chester Powell doesn't use jargon terms such as "possibility thinking." He just applies the principles.

Reflecting on TTI Systems, Inc.'s steady seven-year climb toward success, the short line railroad president says simply, "We just don't know that something can't be done."

Indeed, skeptics raised their eyebrows in the late 1970s when TTI's private developers set out to:

(1) buy 69.6 miles of railroad that suffered from 10 years of benign neglect,

(2) purposely purchase only used equipment to haul cargo heavier than any consistently pulled over the worn railway in the last 125 years, and then,

(3) convince established businesses such as power companies that TTI WAS NOT A FLY-BY-NIGHT operation but a well-thought-out solution for reducing coal rail rates from Eastern Kentucky coal fields to the Ohio River.

It hardly sounded like a sure-fire formula for success.

But succeed it has. In 1984 TTI hauled 780,000 tons of coal from Paris to Maysville. By 1985 that total jumped more than 75 percent to 1.368 million tons, but sections for 1986 show tonnage will more than double last year's figure despite a somewhat depressed coal economy.

While scheduling 30 trains a month had been the early pattern, that figure inched its way to 43 this year, rose to 50 in April and in July will "test the system" at 72, if projections are on target.

What's more, the job is being done safely. TTI now boasts a record of more than one million tons of coal hauled without a track-related derailment.

Powell says he is particularly proud that the coal trains loaded with coal and weighing 8-9,000 tons now travel the line in less than three hours.

That's a far cry from the first day of operation, when TTI made the Paris to Maysville "run" at a snail's pace. It took 17 hours to make that trip, with eight derailments along the way. Top train speeds averaged 10 miles per hour as recently as 1982. Now, speeds are near the 25 miles per hour, saving valuable man-hours since fewer crews are needed.

Powell credits his people and a barrage of improvements on the line as primarily responsible for such progress. Last summer TTI put down 112 pound rail over the entire line, replacing lighter weight 56-year-old rail that had worn out sooner than anticipated due to heavy loads. Nearly $2 million has been invested in improving the line's 52 bridges, bringing them up to par and in some cases surpassing standard requirements.

Over the years TTI has owned the line, some 150,000 crossties have been replaced, and 150,000 tons of rock ballast have been put down under the rail roadbed. Previously cinders and sand provided the bulk of the ballast.

Before the rail could be traveled end-to-end the first time, Powell's officials, some 50,000 yards of material had to be removed where a slide had occurred. This winter an 1100-foot tunnel (one of two on the line near Cowan) was cleared of mud to the depth of bedrock. A layer of protective fabric beneath new ballast, rails and crossties minimizes future drainage problems. The preventive measure decreases the possibility of a tunnel derailment caused by a slipping railbed.

Attention to maintenance and repair, Powell says, is always a priority because of its kinship with railway safety. Summer weather allows more work to get done in this department so approximately 20 people work in "maintenance of way" then. Fifteen is a more common number of employees for cooler seasons.

About 20 more work in the mechanical department, at TTI's Paris roundhouse, repairing and maintaining equipment and vehicles that the purchasing manager locates "by just calling around." Finding good used locomotives (seven once were used by Rock Island, four by P&LE) has reaped substantial savings for the short line. While new locomotives cost as much as $1.4 million, TTI acquires locomotives for less than $100,000 each, rebuilds them and expects each to last five-seven years.

The line also owns a used baggage car that seats 14. It's used to give potential customers a performance demonstration of the line's rebuilt condition. A caboose, a truck and a locomotive crane equipped with rail wheels, as well as some 40 pieces of equipment used by maintenance of way employees, belong to TTI, too.

Ten employees alternately run the locomotives. Four dispatchers and an agent are also on the payroll. The remainder of TTI's 100 employees work at the Maysville terminal and in official and clerical positions. Powell is pleased the line has been able to employ local people from Maysville, Carlisle and Paris to operate the railroad.

Powell is quick to credit his people for their abilities. On a road trip that follows the line, he points out that 10 railroad crossings have been improved since TTI took over the "Maysville Branch." "A Louisville company showed us how" to install the first set of signals, he explains. That training was sufficient for local crews to complete the remaining nine.

Further down the line, Powell stops at the Lewisburg Bridge in a special tribute to another employee, TTI's chief civil engineer since 1980, Arnold Zopfi. Herr Zopfi added extra girders and reinforced a previously flimsy structure with concrete. "We used to jokingly call this the Arnold Zopfi Memorial Bridge. It's a shame we didn't place a plaque here saying that," he remarks with feeling. Zopfi's funeral had been conducted that morning.

For Powell, these members of the TTI family are the "we" he speaks of when he says, "We just don't know that something can't be done."

"Keep in touch with the people," Powell advises. "They're the tools you have to work with."

Chester Powell
"We just don't know that something can't be done."

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Here Abouts

Continued from page two

reunion at Forest Retreat.

Actually, the cloggers – Amy Eaton, Daryl Glass, Tina Green and Gladys Shrout — performed at the pageant Saturday night on the patio of the Taylor Asbury's Feather Ridge Farm.

Forest Retreat employees were recognized for their years of service at the horse farm. Russell Selvage, for example, has lent his expertise for over 40 years, having joined Forest Retreat in 1943, or thereabouts, not too long after Dr. and Mrs. Ellie Asbury bought the run-down property that has since become a show place. (Make that "A winning show place" and a good title for an article on the storied property, wouldn't you say?

....

DIED — Mrs. Elizabeth Feebeck, 80, Barterville Saturday at Johnson Memorial Hospital. — John L. Criswell, 76, at home near Kelat. — Mrs. James Grimes, 78, Wednesday at the home of a daughter, Mrs. Will Bell. — Mrs. Nannie Holliman Clark, 98, widow of R. L. Clark Saturday at home in Sharpsburg. — William Frymun, 18, Thursday at Johnson Memorial Hospital.

Correction

Opal Cheek deeded two parcels of land on Dixie Highway to Mitchell Jr. and Jacqueline Cheek, not Clark, as reported in last week's Mercury.

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Down Memory Lane...from the Mercury files of bygone years

10 years ago

Thursday, July 22, 1976

The Nicholas County School Board set the tax rate for the 1976-77 school year at 51.7 cents for general purposes and 19.3 cents for special voted school building fund at a called meeting Monday night.

J.M. Alverson of Paris, has been named director of the Kentucky Standardbred Development Fund, according to an announcement by Marvin Music, chairman of the Kentucky Harness Racing Commission.

Mrs. Doris H. Whaley was presented a Kentucky Colonel certificate Monday by Bobby Anderson, Nicholas County Property Valuation Administrator. The Colonelship was given to her, Anderson said, in recognition of her outstanding performance as Deputy Property Valuation Administrator and because of the proficiency, initiative, dedication and attitude of her duties. She is, according to Anderson, a credit to the county government system.

Members of the 381st Engr. Bn. Co. D local National Guard unit worked Saturday and Sunday building a new bridge at the Recreation Park. The guardsmen tore down the old bridge and built a new one a short distance away. The Carlisle Rotary Club donated $300 to help defray the bridge expenses.

Carlisle Chief of Police Allen Earlywine was awarded a pewter cup as a member of the team which won the 1976 Kentucky State Police Trap Shoot held at Berea July 1-4. Others attending the meet were Mrs. Earlywine and Mr. and Mrs. Larry Woosley and children.

A breakout from the Nicholas County jail, Thursday, didn't accomplish much for the escapee. Stanley Warmouth escaped from the Nicholas County jail between 9:30 and 11:00 Thursday morning but was apprehended just a few hours later in Fleming County at 3:30 p.m. and was back in his cell in Carlisle by 4:30 the same afternoon. Nicholas County Jailer, Mrs. Albert Booth, stated that the prisoner pushed out a bar from his cell window and made off.

BORN — To Mr. and Mrs. David Smoot, a daughter, Nicole Leeann, July 14, 1976 at Central Baptist Hospital, Lexington.

MARRIED — Mrs. Jeanne Snapp and William S. Hardin Jr., July 3 at the First Baptist Church in Carlisle. — Mrs. Kathryn C. Tinnin and Stewart Moore, July 11, in Paris.

DIED — Dennis Walker Williams Jr. 49, Cincinnati, OH July 14, 1976 at Veterans Hospital, Cincinnati. — Mrs. Josephine Collins, 91, Mt. Sterling, July 16, 1976 at home. — Mrs. Viola Sapp Cline, 96, Flemingsburg, wife of Robert Lee Cline, July 1, 1976 at Fleming County Hospital. — Millard A. Gray, 88, Fleming County, July 1, 1976 at the home of a daughter, Mrs. Douglas (Emma) Harbet, Ewing. — Mrs. Annie Mae Perrin Taylor, 78, wife of Frank Taylor, Cynthiana, July 11, 1976 at Harrison Memorial Hospital. — William Howard Shannon, 74, July 17, 1976 at St. Elizabeth Hospital, Covington. — Malcolm Snapp, 71, July 17, 1976 at Nicholas County Hospital.

20 years ago

Thursday, July 21, 1966

Don R. Burton, Head Basketball and Baseball Coach at Nicholas County High School for the past four years, has announced his resignation today to become Head Basketball and Baseball Coach at Jenkins High School. Coach Burton guided the Bluejackets to their second District baseball championship in the history of the school this spring. In 1964 they were runner-up in the Paris district. His best season in basketball was the 63-64 season when the Bluejackets won 13 and lost 11.

Eight Nicholas County High School students were among 70 outstanding young musicians who attended the University of Kentucky's recent summer band camp in Lexington. They are: Ann and Joe Burden, Bill Gaunce, Mark Morrison, Laura June Sparks, Charles Allen Sparks, Charlotte Stacy, and Kay Threlkeld.

Service Station dealer Clay Hunt has been honored by Ashland Oil and Refining Company for outstanding service he provides his customers. He was presented Ashland Oil's Friendly Man Service Award, which carries with it a cash prize of $25. Hunt operates the Ashland Oil Service Station at Main and Sycamore Streets.

The Rev. Julian C. Hammonds, son of Mrs. Dora Hammonds and the late Shelby M. Hammonds, was ordained Elder in the Methodist Church at the 146th Session of the Kentucky Annual Conference, which was held at Eastern State University in June. Rev. Hammonds was received into full conference membership last year and was ordained Deacon in June, 1964.

Jack Morrison was awarded a life membership in the Carlisle Junior Chamber of Commerce at a meeting held Friday, July 8 at the Fish And Game Club. Life memberships are presented for outstanding contributions to the organization. Mr. Morrison is the first former member to receive this honor in the local Jaycee Chapter.

MARRIED — Mr. and Mrs. Phi Ta Kendall, January 7 in Saigon. Mr. Kendall is a staff sergeant in the Vietnamese Air Force and is an electronics technician. His previous name, before his adoption by Lt. Col. Jesse Kendall, was Ta Phuong Phi. Mrs. Kendall was the former Nguyen Thung. They plan to come to the United States in July, 1966, when Sgt. Kendall's enlistment is up. Sgt. Kendall was legally adopted in this country during 1965 and in the Viet Courts on February 1966.

DIED — William S. Mitchell, 68, July 17 at Nicholas County Hospital. — Darren George, four month old son of Mr. and Mrs. Hoodall George at the University of Kentucky Hospital, Lexington.

40 years ago

Thursday, July 23, 1946

Virgil Collinsworth, 29, was taken to St. Joseph Hospital, Lexington, Wednesday afternoon suffering from injuries received when a team which were pulling a mowing machine ran off while engaged in cutting hay. Collinsworth, who was driving, is said to have been seriously injured. He was first brought to the Johnson Memorial Hospital.

W.B. Buntin was elected first vice-president of the Licking Valley Chapter of Reserve Veterans Officers Association. The association was organized at at meeting Saturday in Cynthiana. Former officers from Harrison, Nicholas and Robertson counties are eligible for membership.

Frank T. Woodall, son of Mr. and Mrs. Emerson Woodall, of this county has been awarded the Croix de Guerre by the French government for services rendered with the American Army in the preservation of France. The citation bears the signature of General De Gaule, chief of Free French fighting forces and is dated October 30, 1945.

Allie Clinkenbeard, Carlisle business man and farmer, has been appointed as Nicholas County campaign chairman for John Young Brown, Senate candidate and Mrs. Elizabeth Brown Jones, has been appointed women's chairman of the women's division of the Brown organization here. Mr. Clinkenbeard expressed the belief that Brown will emerge from the race as the Democratic nominee for the Senate.

Keith Tandy Hutchings, who has been employed in the Gideon Bible, Lexington, preached his first sermon last Sunday at the Christian Church at Defoe in Henry County.

Twenty-one members of 4-H clubs in this county went to Morehead Monday to attend a four-day district camp, before his adoption by Lt. Col. Jesse Kendall, was Ta Phuong Phi. Mrs. Kendall was the former Nguyen Thung. They plan to come to the United States in July, 1966, when Sgt. Kendall's enlistment is up. Sgt. Kendall was legally adopted in this country during 1965 and in the Viet Courts on February 1966.

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50 years ago

Thursday, July 23, 1936

Although the new automobile driver's license act passed by the 1936 legislature becomes effective August 1, Miss Jeanette Cox, Circuit Court Clerk, has received no information concerning the act or license blanks from Frankfort, she said Tuesday. Under the terms of the new act licenses must be obtained by motorists not later than August 1 at a cost of $1 each. Licenses must not be granted to persons under 16 years of age.

A new mail schedule went into effect here Monday morning when trucks supplanted train service for the handling of mail to and from Carlisle. The new plan marked the first time since the establishment of the railroad through here almost three-quarters of a century ago that mail has not been carried on the trains.

Dr. Jasper B. Shannon, former head of the department of political science at Transylvania College and for the past five months research associate in public administration for the TVA, will join the department of political science of the University of Kentucky at the beginning of the 1936-37 term, it was announced today.

A bolt of lightning struck the home of Mr. and Mrs. B. D. Knox on the Maysville and Lexington road, about three miles from Carlisle, last Thursday afternoon during an electrical storm and caused considerable damage to the second story. Plaster was knocked off in one room and some of the siding of the house was smashed.

Through an oversight, The Mercury last week neglected to mention the destruction by fire of a garage, coal house and storage house at the home of Mr. and Mrs. Howard Colliver on Archdeacon avenue on July 8. The origin of the fire is unknown and the buildings and contents were not insured.

BORN — To Mr. and Mrs. Julian Mitchell, a daughter, Linda Lee, July 19 at home. — To Mr. and Mrs. Orville Feebeck, a son, Bobby Dean July 21.

MARRIED — Miss Mary Ruth Brumagim and Willis Evans Monday by County Judge D. M. Curry. — Miss June Fuller and Conrad Gibson Saturday at the home of the officiating minister, Rev. R. E. Casey.

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