

FOCUS



Bond's Broadcast
By Hank Bond

Going back to college, sort of, Ah, we should have had it so good

Looking at the past is sometimes pleasant... sometimes not, but last Saturday, Marilyn, Carol (oldest daughter) and I traveled to Morehead, and for the two oldest ones in our party it was a trip into the past.

Marilyn and I met at Morehead State University, and our return to the campus was a trip nearly 19 years into the past.

That's not to say things haven't changed any... that simply isn't true.

Let's take a look back and see how things are today, compared to the fall semester in 1969.

Freshmen were not allowed to drive a car and keep it on campus, unless it was for work related activities. If we had a car on campus without the proper sticker, just as now, it was ticketed, and then towed.

In addition, if a student was lucky enough to have a car on campus as a freshman it was kept in the compound. You'd better not get caught driving it, except to and from home and work.

Of course, I never drove my car when I wasn't supposed to. Do you see this Carol?

In 1988, any student may bring a car to campus, and drive it when the mood strikes. It may be used to go out to eat, for a drive or to the shopping malls (to window shop of course). The car must still be registered with the university, but that's about it, as far as the car is parked legally.

Registration for classes is one of the biggest changes, that will jump right at you. In 1969, all students regardless of class standing, had to wait in long lines to register for class. A trip through all class offerings was necessary even before getting into line and then if you were lucky, just a little bit, you'd get half of what you were signing up for.

If the classes you wanted were closed, you weren't allowed to stand in line and figure it out, you had to get out of line and then refigure your schedule.

That in itself took a college degree, and we were only freshmen.

Now to register, you simply go to a pre-registration session, list what you want with an advisor, have it approved and the computer is put to work.

If you find that a class is closed; no problem: the computer will suggest what alternatives are available, and after a quick review with an advisor again, you're back in business.

That's quite a change. Gettin' right down to business, I might say, with the time reduced... stress, too... by about five hours. Orientation is another animal for college students.

Newcomers to the university used to be gathered at Weatherly Gymnasium and listen to two hours of what we got to do, during the next four years. We were all alone, adults as it were.

Probably the easiest thing to remember for me was the speech then president Adrian Doran gave to all freshmen. There was one part we have never forgotten... never will!

"If you don't like it here at Morehead," the kindly president said, "There's a train headin' east and a train headin' west and we'll help you get to the train station."

Now, the university goes all out to make the newcomers welcome. A mid-summer pre-registration and orientation program allows the students to get an opportunity to look at college life, have a visit with advisors and most importantly be made to feel like a part of the university, even before school begins.

Parents were afforded the same opportunity. And, while our children had to make

up their own schedules, it was a nice break to sit at a table with other folks trying to figure out how we are going to pay for all of this.

I know the old way appeared to be the best at the time, but I will say, it was not. Except maybe for moving day, and that was it.

Last, but certainly not least, are the changes in the dorm rules.

In 1969 a member of the opposite sex was not allowed in the other's dorm rooms at all. Except maybe for moving day, and that was it.

Girls had to be in by 11 p.m., and midnight on weekends, but now, it's all changed.

Dorm rooms are open until late at night in both boys' and girls' dorms and open visitation is also available.

And to top it all off, there are co-educational dorms, too. Much like a motel, with alternating floors. Boys on the bottom floor, girls in the middle and boys on the top floor.

That's the way it should have been in 1969, but I couldn't convince them way back then my vision would someday come to pass.

And so, for another week, thanks and thirty.

Commonwealth Perspectives

< Lexington Herald-Leader:

When Kentucky won the bidding war for the Toyota plant in 1985, we opined that the ultimate test of whether the state had made a good deal would be how many satellite supplier plants located here.

The results aren't in yet by any means; but so far, it looks as if the state is doing well in that regard.

University of Kentucky researchers recently found that the state had 39 supplier plants, a highly respectable number compared to other states. In the past year, investment in new automobile-related industries has grown from \$1.1 billion to more than \$1.8 billion.

This suggests that the administrations of former Gov. Martha Layne Collins and Gov. Wallace Wilkinson have been doing a good job in capitalizing on Kentucky's proximity to the Toyota plant and other new manufacturing facilities in nearby states. That's good news, for capturing these new plants is a key to the state's economic future.

The UK report wasn't all positive. It pointed out again the effects of Kentucky's low levels of education and cited concerns that new plants may have trouble finding sufficient numbers of educated workers in the future.

But that concern shouldn't overshadow the good news in the report. The investment in Toyota is beginning to pay off, not only in central Kentucky but in other parts of the state, too. The task now is to continue this growth in new investment from the Japanese and others. That's still the only way to make sure that the state made a good deal when it offered Toyota a large incentive package to come to the Bluegrass.

< The Paducah Sun:

"We need to find out if we had a procedural failure or a personnel failure."

This spoke Eddyville Penitentiary Warden Bill Seabold in talking about the escape of eight dangerous prisoners.

Mr. Seabold could go beyond that statement, and the rest of us should not do so either. We can't make an informed, intelligent judgment on the escape until prison officials make their determination.

It is obvious that Mr. Seabold is right. There was a failure, either in the things that are done, the way they are done, or in the people who are supposed to do them.

Prison officials will investigate the case, they will assess both their procedures and their people. And they will make changes. But in the end, there may be no way ever to

say that another escape is impossible at Eddyville. The present facilities and procedures were developed over years of management of the old 19th century fortress. It takes an escape to reveal the weaknesses in a system.

It's a grim game between prison authorities and desperate inmates. Whatever security measures are devised, a clever, determined prisoner may find ways to defeat them.

The response of prison and law enforcement people has been thorough and professional...

< The Kentucky Post, Covington:

The state Board of Education should move quickly to require all new Kentucky school buses to have pushout windows when such a recommendation is made next month.

The recommendation is one of several to be submitted to the Board of Education on July 12 by the special school transportation panel.

The proposals were prepared by a subcommittee of the State School Bus Specifications Revision Committee in response to the bus crash in which 27 were killed near Carrollton last month.

Kentucky State Police have said that additional exits might have saved lives in the fiery Carrollton accident...

The panel is recommending that school bus specifications for 1989 require two pushout emergency windows on each side of buses with capacities of 65 to 71 passengers.

For buses with capacities of 35 and 54 passengers, the recommendation is one pushout window on each side.

Last month, an Education Department spokesman said that extra exits would be counterproductive because students would play with them.

However, the new windows would be marked as emergency exits and a buzzer would alert the driver if they were opened or tampered with...

Other recommendations to be made by the panel include: testing the effectiveness and durability of flame retardant seat-cover fabric on several new buses; reducing the posted bus capacity by a third for middle and high school students on trips outside their school districts, and emphasizing defensive driving as well as proper storage of equipment and other items to ensure that the bus aisle is kept clear...

GENERAL NEWS

Keener to become popular man

AP News Analysis

By Mark R. Chalgren

FRANKFORT, Ky. (AP) - Weather he knows it or not yet, Frank O. Keener is going to become one very popular fellow in the next few months.

Keener is the man plucked by Gov. Wallace Wilkinson from the relative obscurity of the executive office of Citizens Fidelity Bank in Louisville to chair the Kentucky Lottery Commission.

True, Kentucky doesn't even have a lottery and won't unless voters approve a Nov. 8. But if yes accept for the moment, that the referendum will pass, a certainty if polls are to be believed, then Keener's work takes on even more significance.

The commission is to recommend a package of legislation that would create a lottery. (The amendment would only remove the constitutional prohibition on a state-sanctioned lottery.)

That legislation will provide the statutory foundation for determining whether a Kentucky lottery will be economically sound and ensure its basic integrity.

Both problems - shaky finances and questionable integrity - have plagued other state lotteries.

The first question the commission must resolve is whether lottery will have a true lottery or something closer to a sweepstakes. While a sweepstakes, perhaps held annually in conjunction with the Kentucky Derby or some other event, holds some attraction, such an operation is unlikely to raise the kind of money that will pay for his campaign.

Only a lottery with daily games and probably weekly jackpots can raise the \$70 million each year the Wilkinson projected.

Other questions such as where the lottery are more difficult.

In an interview last week, Wilkinson said he prefers some sort of organization as far removed from state government as possible.

Certainly, there is no shortage of volunteers to run lottery or places within state government to absorb a new bureaucracy.

If a new agency is created, it will have a governing board and an executive director that are both accountable and insulated.

Who will the lottery? Besides the initial award of a contract to provide lottery hardware, the franchising provides the greatest opportunity for political patronage and even scandal.

Lottery franchisees in other states have proved to be incredible money-makers. In some states, the business gets a cut of each ticket sold and a bonus for winning tickets sold, all without having to pay anything for the privilege legislation and legislators.

Even after the Keener commission finishes its report, the work is not over. The General Assembly must ultimately decide what a Kentucky lottery looks like.

Given the legislature's acute sensitivity to the desires of interest groups that have money to spend, it is fortunate that Wilkinson intends to call a special session to take up the issue.

It is easier to keep track of legislation and legislators.

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Vacation Time Vans & Wagons

1985 GMC Conversion Van - p. windows, p. locks, tilt & cruise, 4 captain chairs and sofa, like new, 42,000 miles, save thousands... \$10,900*

1984 Chevrolet Van - Trans 4x4 pkg., p. windows, p. locks, tilt and cruise, captain chairs, Top Of The Line, 40,000 miles... \$10,900*

1985 Chev Astro Van - V8, auto, air, tilt, cruise, p. windows and locks, 4 captain chairs & sofa, one owner... Sale Price \$9,450*

1982 Ford Conversion Van Mark III - 4 captain chairs and sofa, tilt and cruise, nice one owner... \$6,950*

1984 Buick Electra Estate Wagon - V8, all the options available, only 61,000 miles, one owner... Sale Price \$6,950*

1984 Ford Country Squire - V8, loaded with the BEST, 50,000 miles, absolutely nice... \$6,250*

1984 Pontiac 6000 LE Wagon - V8, auto, air, am/fm, tilt, cruise, p. windows & locks, rack... \$6,250*

1984 Chev. Celebrity Wagon - 4 cyl., ball injection, tilt, cruise, am/fm, luggage rack... \$5,250*

1983 Chev. Caprice Wagon - V8, auto, tilt, cruise, am/fm, original finish... \$4,450*

1983 Plymouth Voyager - V8, auto, air, p. windows, seats & locks, tilt & cruise, 73 passenger, one owner... \$9,250*

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