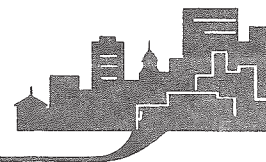


KPTA NEWSLETTER



Published monthly for the Kentucky Public Transit Association
by Federated Transportation Services of the Bluegrass with the financial support of the
Kentucky Transportation Cabinet's Division of Mass Transportation and RTAP

May 1993

KPTA-Rural Operators' Committee/Roundtable Worksession

The KPTA-Rural Operators Committee will hold a planning worksession at Lake Cumberland State Resort Park in Jamestown, Kentucky on June 17 & 18, 1993.

The session is open to rural operators and other persons knowledgeable on specific subjects of interest to rural operators. Together we will tackle issues encountered in the rural transit industry as well as plan for next year's agenda.

A nominal fee of \$25 is required and will go toward the cost of lodging, meals and materials. The remainder of the cost will be funded through RTAP as a continuation of the management training grant that was established last year.

It is important that you contact Ned Sheehy at 606-233-0066 or send in the registration form found on the back page, with your \$25 to reserve your spot. There are 18 rooms available for the evening of the 17th, but more people can attend if they do not mind sharing a room.

* * * *

CLINTON'S PROPOSED TRANSIT BUDGET BRINGS ABOUT OPTIMISM

Clinton's proposed budget for transit would bring about a 21% increase over Fiscal Year 1993. This increase would result in the highest funding ever for Sections 18 and 16. Section 18 would have a 43.8% increase, raising it up to \$130.6 million and Section 16 would jump 21.7% over FY 93 figures to \$59.2 million.

Interstate transfers and new rail starts are the only two segments of the budget that would have to withstand cuts, unless the national RTAP program is taken directly from RTAP instead of Section 26. If this were occur, RTAP would be hit for a 15% cut.

NEXT KPTA MEETING: MAY 26, 1993 AT LKLP IN HAZARD

FROM THE PRESIDENT'S DESK

by: Sue Jeffers

As you have probably heard in the news, President Clinton's proposed economic stimulus package has been withdrawn from consideration. In fact, the bill was stripped of everything but funding for extended unemployment assistance to the states. The proposal originally included \$752 million in FY 1993 supplemental funding for transit. After Senate Democrats were unable to muster the 60 votes needed to break the Republican filibuster President Clinton offered a compromise that would have reduced by 44% funding for transit and other programs.

While the bill was under consideration it met unprecedented unity of opposition. A combination of factors contributed to its demise. However, the transit funding contained in the bill was never overtly criticized and nobody has contended that the bill's failure was in any way attributable to transit funding in the bill.

There is some discussion about parts of the stimulus package being revived, yet it is not clear whether or not this will actually happen. In the meantime, the transit industry must regroup and work to make funding for FY 1994 a reality. We need to focus our energy on ensuring that transit funding in FY 1994 is as close to the authorized level as possible. Although the FY 1994 proposal would still be some \$700 million short of the authorized level, it would provide a 21% increase in transit funding as compared to a 14% increase in Title 23 funding. (Title 23 funding is flexible under ISTEA.)

* * * * *

"THE NATURE OF PREJUDICE"

The Lexington Chamber of Commerce and the National Conference (formerly the National Conference of Christians and Jews) will hold a workshop on June 1, 1993 at the French Quarter Suites in Lexington to address the issue of prejudice in today's world.

The Nature of Prejudice will provide individuals or members of an organization with the skills to seriously understand many of the complex issues dealing with prejudice. The workshop will enable you to look inwardly and identify root causes of prejudice and assist organizations to effectively recognize and change biased ideologies. The Nature of Prejudice will help you look at this issue from a totally different perspective.

The program is a full day of participatory sessions beginning at 8:00 a.m. and ending at 4:00 p.m. (lunch is provided). Registration for non-profit corporations is \$40 per person or \$30 per person if more than two will be attending from your organization. To register, please contact Rayla Smoot at the National Conference, (606) 277-1723. Let them know you are with KPTA.

RAILROAD TALE TRANSCENDS YOUR RIGHT TO KNOW

by: Byron Crawford

Reprinted with the permission of the Courier Journal

One of my trusted field advisers, Steve Walsh, a Union Pacific Railroad brakeman in Southern Texas, phoned last week to ask if I had ever written the story of why the town of Danville, Kentucky got bypassed by the Louisville & Nashville Railroad.

He had seen a brief version of the curiously humorous tale in the widely read book "A Treasury of Railroad Folklore," edited by B.A. Botkin and Alvin F. Harlow, and he thought I might want to nose into it.

I reasoned that maybe no one cared why the L&N bypassed the town of Danville. But Walsh reminded me that a columnist's need to inform transcends the public's right to know, and that I had a traditional and professional obligation to write the story.

Footnotes indicate the story once appeared in Time Magazine and in a 1934 edition of "Railroad Stories."

It seems that a mud-spattered stranger, assumed to be a member of a railroad survey party, registered at Danville's Gilcher House in the late 1860's and was given an attic bedroom with a dormer window, a mattress filled with corn shucks and a tallow-dip candle.

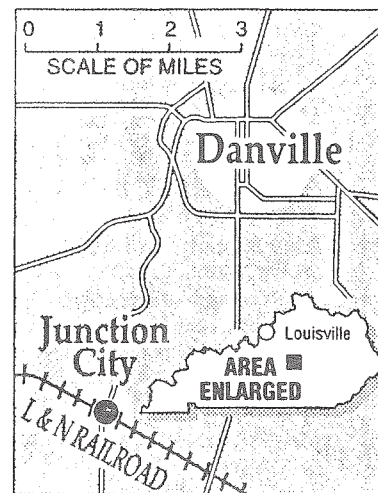
When the guest demanded a decent room, the indignant desk clerk reportedly told him, "The room is plenty good for the looks of you."

Whereupon the muddy stranger took a pen and wrote the following words across the page of the hotel register: "Surveyors: Locate the road just far enough away from Danville so its citizens can barely hear the whistle blow." (signed) E.D. Standiford, President of the Louisville & Nashville R.R. Co."

The story went on to say that Danville passengers, for years thereafter, were forced to hire taxis and drive three miles to the nearest depot at Junction City to catch the L&N train east or west.

Neither Clemens Caldwell nor George Grider, two respected Danville historians, was able to verify the story about the hotel clerk and the railroad president. But neither would dismiss the story as fiction.

(See Danville Railroad)



STAFF MAP BY STEVE DURBIN

(Danville Railroad Continued)

"It has some teeth in it," said Caldwell, "because the L&N could have brought the railroad right through the middle of Danville."

Charles B. Castner and Edison H. Thomas of Louisville, both of whom worked in corporate communications for the L&N, seemed to hear a smattering of the story, but were unable to find documentation.

Finally, in Junction City, where the L&N put its railroad, J.C. and Kitty Rosel were able to produce the original April 2, 1934, article from Time magazine.

J.C. Rosel, 85, whose father, Charles, owned and operated the Rosel Hotel near the junction of two railroads in Junction City, remembered hearing guests complain often about the distance they had to travel from Danville to catch the L&N. He didn't know why the tracks were run through Junction City until years later, when a woman at a hotel where he worked in Chicago in the 1930's, knowing he was from Junction City, called his attention to the article in the Time magazine, said Rosel, a retired mechanical engineer.

The Time article, which was attributed to Col. Clarence E. Woods of Sidney, Illinois, a former station agent for the L&N, noted that after the L&N bypassed Danville, "to assuage their grief, awakened citizens of Danville induced the Cincinnati Southern Railway to survey its municipally owned 'Queen and Crescent' route via Danville. But notwithstanding this, the stubborn old L&N refuses to make connections at the crossing, and I've seen the latter's passengers frantically trying to board the L&N..." whose distant whistle could be heard in Danville.

Woods concluded: "Lesson: Beware, hotel clerks, lest you entertain angels unawares."

But Danville may have had the last laugh. L&N abandoned the line through Junction City in the early 1980s and removed the tracks a few years later.

DMT STAFF HIGHLIGHT

Even though they have both been around the Division of Mass Transportation a while, we ought to recognize the new Grants and Contracts Administrator for Eastern Kentucky, Flora Parker (left), and the new Grants and Contracts Specialist, Rose Baker (right).

Flora Parker became the G&C Administrator in October of 1992 following Ann Estes' retirement. Flora has worked for the Cabinet (formerly the Department) for 22 years. She began in accounts and several years ago moved into the Division of Mass Transportation.

Rose Baker took over Flora Parkers' position as G&C Specialist in February of this year. Rose came to the Division of Mass Transportation a couple of years ago after working for a legal services corporation for 12 years.

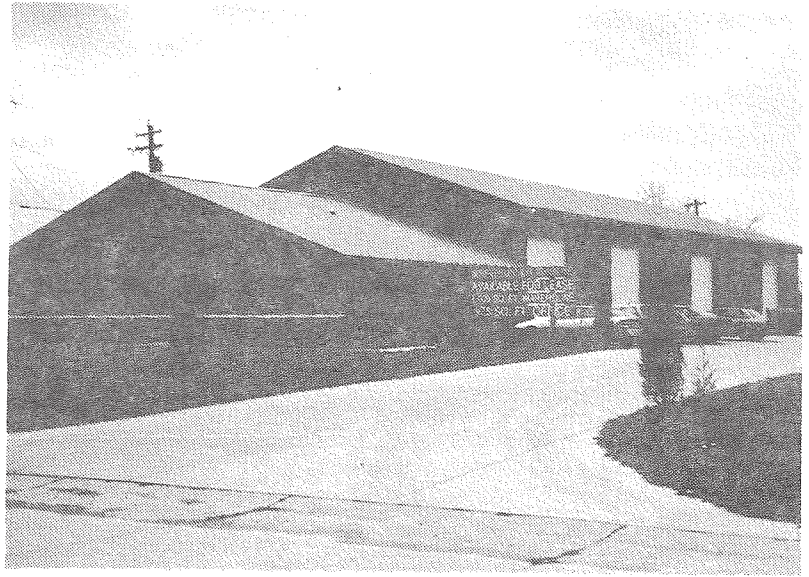


TRANSIT SYSTEM SPOTLIGHT

We have found ourselves back up in northern Kentucky for another spotlight. Northern Kentucky Transit has recently completed a new facility that was built with a great deal of planning and a lot of work equity.

NKT's facility, according to Clarence Lasseter, NKT's coordinator, "[in this] community it is doable, we're here, so it is done."

NKT drew on many groups and individuals to see that this facility was funded as well as completed. The building's steel girder work was done by the 478th Engineering Battalion of the U.S. Army in Fort Thomas over six weekends, Northern Kentucky Voc-Tech used the site for carpentry, framing, dry-walling and masonry training, and the Boone County Voc-Tech ran the electrical system as a part of its electrician's training. All-in-all a very good demonstration of coordinating resources.



Clarence removes lettering from sign after space is leased at new facility.

NKT occupies about 1500 of the building's 9000 square feet. The rest of the space is leased out to help underwrite the cost of the building.

System In Brief

Logo:



Contact: Clarence Lasseter, Coordinator
1452 Production Drive
Burlington, KY 41005
606-271-0569

Service Area: Boone, Carroll, Campbell, Gallatin, Grant, Kenton, Owen, Pendelton Counties.

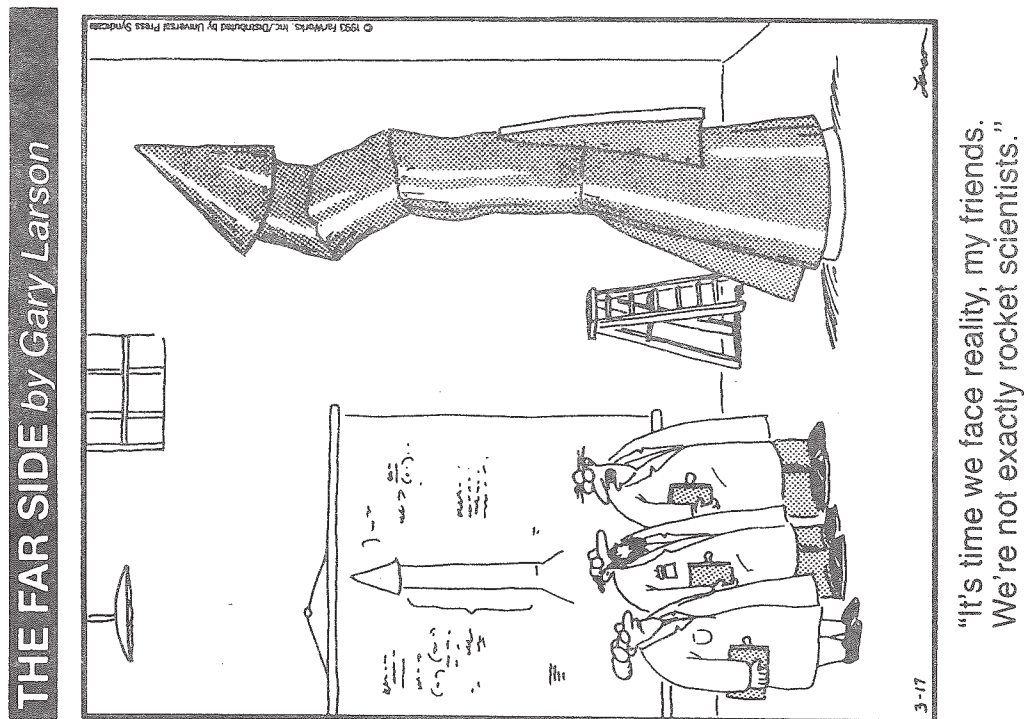
System History: NKT was chartered in 1978, however, Section 18 funding was not received until September of 1980 to begin service in Carroll County. Over the next several years, NKT grew to its current eight county area. NKT operates its Section 18 operation solely as a broker. It contracts with 2 private carriers, fiscal courts, Northern Kentucky Senior Citizens and Comprehensive Care to provide the public transportation in the area. NKT also operates as a charter company with its own vehicles.

FLEET: 23 Vehicles under contract or owned. Six school buses for charter.

THINK ABOUT IT.

..Praise ignorance, for what man has not encountered he has not destroyed..

from: *Manifesto: The Mad
Farmer Liberation Front*
Wendall Berry



Source: Lexington Herald-Leader, March 17, 1993

REGISTRATION FOR ROUNDTABLE WORKSESSION

Mail to: FTSB 1460 Newtown Pike Suite J Lexington, KY 40511

NAME: _____ COMPANY: _____

ADDRESS: _____

PHONE: _____ NUMBER ATTENDING: _____