

Crab Orchard July 4th Homecoming Celebration

The first meeting for the 2001 Crab Orchard July 4th Homecoming Celebration will be held Tuesday, March 13th at 7 p.m. in Crab Orchard City Hall. Everyone is invited to attend. For more information please call Bob Turpin at 355-9010.

Anyone interested in setting up a booth for the Homecoming Celebration should contact Cheryl Locke at (606) 355-2319 or write Cheryl Locke at PO Box 87, Crab Orchard, KY 40419. This year's celebration will be held on Saturday, June 30, 2001.

Routes

(Cont. from front)

Creek Lake, which has been built from Crab Orchard and Stanford.

Rockcastle County Judge-Executive Buza Carliford said Wednesday that a new road through Copper Creek with a connector to I-75 would be of great benefit to the county.

"A new interchange in that part of the county would certainly help our county's future development," Carliford said.

The judge pointed out that Rockcastle County has only two interchanges, while neighboring counties along I-75 have at least four. "At all the interchanges along I-75, development, jobs and growth occur, the judge said.

"A new road would also give citizens in the Copper Creek area quicker access to I-75 (approximately eight miles)," Carliford said.

Carliford urged residents to contact their state legislators about which route they prefer because the state will make the final decision.

The following is more detailed version of each proposed route.

Alternate One - (8.3 mi.) Alternate One is to be a two lane highway, consisting of two 12 foot lanes and 12 foot shoulders. Alternate One begins near the intersection of US 150 and Copper Creek Road. However, the preferred alignment of the US 150 reconstruction project from Crab Orchard to Mount Vernon show this section of realigned US 150 shifted west to the existing roadway. From this intersection with the relocated US 150 alignment, Alternate One parallels the existing Copper Creek Road right-of-way to the north, crossing the Dix River at approximately 390 feet north of the existing bridge structure.

From there Alternate One follows along the Copper Creek Road Corridor, periodically shifting north or south of the existing roadway to avoid conflicts with residences, churches and cemeteries.

Alternate One continues along this corridor up to a point near the former location of the Old Gum Creek School Building where Alternate One leaves the Copper Creek Road Corridor and traverses cross country in a westerly direction.

From there Alternate One begins its ascent over Hurricane Ridge and adds a truck climbing lane. Once on top of Hurricane Ridge, Alternate One crosses KY 1505 and KY 3275, each at a point approximately 700 feet south of the existing KY 1505/KY 3275 intersection before turning into KY 1505 near MP 6.6. From this point Alternate One follows along the existing KY 1505 corridor, continuing the truck climbing lane to a

point near MP 7.0 on KY 1505, and continues eastward towards I-75. Alternate One crosses I-75 approximately 90 feet south of the existing KY 1505 interchange and continues on to its intersection with US 25 approximately 100 feet south of the existing KY 1505/US 25 intersection.

Also included with Alternate One is a new interchange between the new connector route and I-75 near Conway. There are two proposed options for this interchange.

Option A is a simple diamond interchange of both the connector route and exit ramps approximately 1240 feet west of US 25, and the northbound entrance and exit ramps approximately 640 feet west of US 25.

Option B is a one-half diamond and one-quadrant cloverleaf interchange. The southbound exit and entrance ramp are the same as for Option A, but the northbound exit

and entrance ramps are in cloverleaf formation in the southeast quadrant of the interchange. The northbound exit and entrance ramps intersect the new connector route approximately 335 feet west of US 25. Alternate One crosses I-75 at near MP 68.3 on I-75.

Alternate Two - (8.41 mi.) Alternate Two is to be a two lane highway, consisting of two 12 foot lanes and 12 foot shoulders. Alternate Two begins just northwest of Broadhead at a new intersection with the preferred US 150 alignment. This intersection is approximately 2300 feet south of the Piney Grove Cemetery on the north end of Broadhead. From this point (Alternate Two traverses cross country in a northwesterly direction crossing existing US 150 at a point approximately 700 feet north of the Piney Grove Cemetery.

Alternate Two then follows the abandoned railroad grade up to the point where it intersects with the Broadhead-Chestnut Grove Road. From there Alternate Two follows the Broadhead-Chestnut Grove Road corridor north away from town, crossing the Dix River approximately 300 feet north of the existing bridge. From there it traverses in a northwesterly direction along the Broadhead-Chestnut Grove Road corridor, occasionally shifting away from the existing roadway to avoid conflicts with residences, wetlands and other streams.

Alternate Two continues along this corridor until its intersection with KY 1505 approximately 1500 feet north of the existing Broadhead-Chestnut Grove Road/KY 1505 intersection (MP 4.9 on KY 1505).

Alternate Two then follows the existing KY 1505 corridor, generally widening along the existing roadway up to a point approximately 1500 feet north of the KY 1505/KY 3275 intersection.

From there Alternate Two traverses cross country in a northwesterly direction and crosses Hurricane School Road near the same location as Alternate One. From this point Alternate Two follows the same route as Alternate One, ending with its intersection with US 25.

Alternate Two shares the same interchange options with I-75 as Alternate One.

Alternate Three - (8.30 mi.) Alternate Three is to be a two lane highway, consisting of two 12 foot lanes with 12 foot shoulders. Alternate Three begins at the existing KY 1505 intersection with US 150 in Broadhead. From there Alternate Three follows the KY 1505 corridor,

occasionally shifting away from the existing roadway to avoid conflicts with residences, wetlands and other streams, or to correct existing problems. However, the preferred alignment of this corridor up to its intersection with US 25 approximately 100 feet south of the existing KY 1505/US 25 intersection.

Alternate Four - (8.28 mi.) Alternate Four is to be a two lane highway, consisting of two 12 foot lanes with 12 foot shoulders. Alternate Four begins near the intersection of US 150 and Copper Creek Road. The preferred alignment for the US 150 reconstruction project from Crab Orchard to Mount Vernon show this section of realigned US 150 shifted west to the existing roadway. From an intersection with this section of the proposed US 150 alignment, approximately 3000 feet south of Alternate One's intersection, Alternate Four proceeds in an easterly direction crossing the mountainous terrain just south of the Copper Creek Road corridor. It continues along the mountainous ridge until it ties into KY 1505 near MP 6.6. From this point Alternate Four follows the same route as the other three alternatives to its intersection with US 25.

Alternate Four shares the same interchange options with I-75 as Alternates One and Two.

Garbage
(Cont. from front)

dollars in the past seven years cleaning up illegal dumps and picking up garbage. "In the end, county residents, who pay taxes would benefit much more from mandatory pick-up," he said.

"Mandatory garbage pick-up on a statewide basis is the only way to make Kentucky more attractive to business and industry, and make it healthier, both economically and better living standards for its citizens," the judge said.

Under the Governor's proposal any new statewide plan would have to be implemented by counties by January 1, 2003.

Renfro Valley

(Cont. from front)

sume that we don't exist without doing a little research to give eye-opening and jaw-dropping facts. And that's exactly what we said and done around here when we received a clipping from the Corbin, Kentucky, January 13, 2001, Times-Tribune newspaper. The newspaper contained an article by syndicated columnist, "Ask Dick" (Dick and Chicki Kleiner c/o Newspaper Enterprise Association, New York, N.Y.).

Here's the question M.H. of Essex, Pennsylvania, asked Dick: "In the 1930's, there was a girl by the name of Linda Parker who sang on the radio station WLI (WLI is the correct call letters) Chicago. Her name was 'Ban Ban in Renfro Valley.' Also, she sang 'Bury Me Beneath the Willow.' When she died they said, 'We Bury Her Beneath the Willows.' Could you tell me where in Renfro Valley I can't find it on any map?" Dick Kleiner's response was: "Neither can we. It is probably just one of those made-up places."

Okay, maybe not everybody in New York knows about us, but as it turns out, Renfro Valley is listed in the 2001 Rand McNally Road Atlas and we're on the Internet!

Needless to say, we were not the only ones who were not in the know. It is no happens that it appeared in several newspapers across the country. Clippings of the article began piling up in the Bugle office, everyone who saw it sent it to us—including Mr. Floyd M. Russell, a Nashville, Tennessee, who mailed us a copy of the letter he wrote to his local newspaper in response to the column. Mr. Russell's letter read like this:

"Dear Editor, I hope this will be about the one-thirtieth response you have had to this Ask Dick Kleiner column, that Renfro Valley, Kentucky, is just an imaginary place. Hey, terrible! I had rather say, No, Virginia, there is no Santa Claus!"

This widely aired program was our broadcast concept on Sunday from 1939 to 1954—a time when all of us kids were still at home, we had Sunday morning grapefruit, and daddy in his white shirt and tie stepped out every day for a few minutes before church. Listening to John Lair's deep resonant voice just made everything seem okay for awhile as he described life in peaceful Renfro Valley. He was the south's Garrison Keillor.

I'm sure these kids in my eyes are more for the happy memories than sadness over Dick's not knowing about Renfro Valley."

Here! Here! Reading Mr. Russell's letter makes you want to stand up, put your hand over your heart and say "God Bless America." Folks are that proud of Renfro Valley, and Renfro Valley prides itself in the fact that it has been a family owned and controlled music integrity for over 60 years. Mr.

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Lair used to say that the Renfro Valley Barn Dance brings you "the kind of fun you have on Saturday night that you would need to read about on Sunday morning," and that still holds true today.

If any of you happen to see a rebound of this issue in "Ask Dick," we'd love to have a copy of it. Oh, by the way... The Bugle Office has sent Dick and Chicki Kleiner a package containing things like a Renfro Valley 2001 brochure, Koppel's Album, Renfro program and copy of the Renfro Valley Bugle. They will now know who we are and where we are! Yes, folks, we're genuine, bona fide, authentic... I come visit with us as Renfro Valley proudly celebrates its 60th anniversary. If you should need directions on how to get here, give us a call at 1-800-765-7464. And for you Internet browsers, look us up at www.renfrovalley.com

Garbage

(Cont. from front)

dollars in the past seven years cleaning up illegal dumps and picking up garbage. "In the end, county residents, who pay taxes would benefit much more from mandatory pick-up," he said.

"Mandatory garbage pick-up on a statewide basis is the only way to make Kentucky more attractive to business and industry, and make it healthier, both economically and better living standards for its citizens," the judge said.

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Racing Reporter

(Cont. from A9)

tires for Cup cars and 1,250 for Buick.

Each tire cost the teams in excess of \$400. An entire set of four proves to be \$1,600. According to Goodyear's statistics, a set of tires should last 58-60 laps. That means the 43 teams will use at least five sets during the race. Throw in one set to qualify on and two more sets for practice, and it means each team used up right about 17 percent of its tires.

The total tire bill comes to \$11,200. That is relatively cheap. Teams that race at Daytona, Charlotte, and Talladega use up to 24 sets.

Goodyear's sales department isn't hurting either. Their gross income at Las Vegas for the 3,690 tires was \$1,476,000. That's one million, four hundred, and seventy six thousand dollar. Not a bad weekend, even for a Fortune 500 company.

But, most assured Goodyear didn't pocket all those dollars. While figures are never released, there are middlemen who receive a cut of almost everything sold at tracks. NASCAR never issues figures about their income, but all other tracks and sanctioning bodies receive a cut or percentage of tire sales.

Tires are only a small part of the overall cost of racing, but paying the tracks and promoters is one piece of the pie.

Weekend Racing: The NASCAR Busch and Winston Cup Series races at the Atlanta Motor Speedway, March 10-11, while the Craftsman Truck Series is held.

Atlanta Motor Speedway track facts: Location: Hampton, GA, 15 miles south of downtown Atlanta; Track size: 1.54 miles; Degree of banking in corners: 24 degrees; Degree of banking on straight: 5 degrees; Length of frontstretch: 1,415 feet; Length of backstretch: 1,320 feet.

Saturday, March 10: Busch Series

Aaron's 312, event 4 of 33 events. Distance: 203 laps/312 miles; Starting time: 1 p.m. (EST); TV: FX Sports Channel. Defending champion: Mark Martin, Ford.

Sunday, March 11: Winston Cup Craftsman Truck Series, event 4 of 36 events. Distance: 325 laps/500 miles; Starting time: 1 p.m. (EST); TV: FX. Defending champion: Dale Earnhardt.

Virginia Racing Guide available. Are you going to the Virginia 500 Winston Cup race at Martinsville Speedway on April 8, but you aren't sure exactly what else there is to do while you're there? You won't be concerned. Virginia's Racing Guide has solved your problem with the unveiling of the Virginia's Racing Region Visitor's Guide.

The free 36-page booklet presents histories and schedules of the three featured tracks in the region—Martinsville Speedway, South Boston Speedway and the Virginia International Raceway and guides to the areas surrounding the three tracks.

The guide is designed to help race fans move about the region with ease as they search out fun and adventure away from the racetrack. The guide lists 46 hotels/motels, 26 bread and breakfasts, 15 camping and RV facilities, 125 restaurants and 20 fast food chains. Also included are 50 historical and cultural attractions, 30 scenic/recreational areas and five public golf courses.

They may be obtained by calling (886) 632-3378, which is toll free. Write: Virginia Question: How many cars start a Winston Cup race?

Answer: To Last Week's Question: Dale Earnhardt had 76 career Winston Cup victories.

Gerald Goodner's Racing Reporter is a syndicated NASCAR columnist. If you have a racing question that you would like answered send it to The Racing Reporter, P.O. Box 160711, Mobile, AL 36616, or e-mail it to: 1103540540@compuserve.com

Fans say stronger safety measures needed

The death of second-generation driver Dale Earnhardt has raised many safety-related questions. It was disclosed by NASCAR officials that the left side of his driver seat harness was separated; both fans and drivers have asked what would be done to prevent next time.

A national survey by an Alexandria, Va. firm after Earnhardt's death indicated that 70 percent of all racing fans thought NASCAR should institute stronger safety measures. Only 17 percent disagreed.

On Tuesday, Feb. 27, nine days after Earnhardt's fatal crash NASCAR confirmed they had sent the belt and harness to an independent testing laboratory in an effort to determine why the belt failed.

"We are very concerned about it and we'll definitely have something to say when we get the results," said John Griffin, NASCAR spokesman. After the deaths of Adam Petty, Kenny Irwin and Tony Roper in 2000, the search for products to make racing safer intensified. After Earnhardt's death on the track, many fans expressed their concern that the death of a NASCAR driver was preventable.

After the deaths of Petty and

Irwin, NASCAR and several tracks began looking at the type of seat construction and the feasibility of using more kind of "softer" seating. Strydomski, So far nothing has been developed that shows promise. However, to NASCAR's credit they did mandate several small changes to the type of seating used in the future. It is hoped that the changes to the seat construction that would keep the driver's head sticking wide open and on engine "tilt-switch" inside the car.

One of the most promising pieces of driver equipment is the HANS device, which is short for Head and Neck Support. Many driver concerns about the HANS device are still being discussed, while a handful of drivers plan to experiment with alternative safety gear at this weekend's Winston Cup UAW-GM Dallaire Chrysler 400 at Las Vegas.

Some drivers find the U-shaped device, which slips over their shoulders, too bulky and restrictive, and don't want to use it because their visibility is reduced.

Bobbi Hutchins, an engineer at Richard Childress Racing, the team Dale Earnhardt drove for when he was killed in a wreck last week at Daytona, has developed an alternative type of neck restraint for Childress drivers Mike Skinner and Kevin Harvick.

Don Edmonson said during last Monday's Darla Lake 400 that was won by Steve Park.

The main difference in Hutchins' apparatus and the HANS device is that the HANS uses a neck brace and holds the head in a locked position in position upon impact. Hutchins device holds the head and neck in place by utilizing the car's seat belts.

It straps around a driver's waist and chest, then loops up the back and back of the head to hold the head in place. It's a lot of work to make it as comfortable as possible," Labonte said. "So far I give it a thumbs up. It's a great deal."

One of the biggest drawbacks drivers have with the HANS device which NASCAR has made available to all drivers is the restriction of head movements. Some drivers believe not being able to turn their heads sideways would impair their driving ability.

Roush Racing, which fields the four Winston Cup teams driven by Mark Martin, Jeff Burton, Kurt Busch and Matt Kenseth are working on another version of a head and neck support.

Other private manufacturers, including Simpson Safety Products, manufacturer of the safety belts worn by Dale Earnhardt are also testing several new and improved driver safety harnesses.

Meanwhile, NASCAR continues to study various safety issues. The decision to implement restrictor plates at Loudon, NH in September was made to help insure driver safety.

"We have a lot of activity working on a lot of different things, from the cars to the elements at the race track," said Mike Helton, NASCAR's chief operating officer. "We just don't make these media events. It's a work in progress that we are serious about, despite what some people believe."

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"What Saith the Scriptures"

We continue in our study of the 5 points of Calvinism, by looking at the L in the acronym TULIP, which stands for "limited atonement."

The doctrine states that Christ's redeeming work was intended to save the elect only and actually secured salvation for them.

Yet when we open the scriptures we find a different view presented. Notice in 1 Jn 2:1-2: "My little children, these things write I unto you, that ye sin not. And if any man sin, we have an advocate with the Father, Jesus Christ the righteous: And he is the propitiation for our sins: and not for ours only, but also for the sins of the whole world." Does this sound to you, to uphold Calvinism? Look in 1 Jn 2:9: "The man that saith he knoweth Jesus coming into him, and saith, Behold the Lamb of God, which taketh away the sin of the world." The sin of the world? This is what is said! But why isn't everybody going to be saved? Because men everywhere choose to believe they are the Son of God. "Though he was a Son, yet he was not obeyed by the things which he suffered: And being made perfect, he became the author of eternal salvation unto all them that obey him." Heb 5:8-9. Jesus' saving blood is there, if you will come to him.

Providence church of Christ

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