

Agribusinessman

[Continued from Page 1] also taken other FFA projects that have included pigs and beef. Last year, Jim won the Jaycee steer and has showed the animal at the Ephrata Fair and the Keystone Livestock Exposition.

He has received all the FFA degrees and this year won the FFA Regional Agribusinessman award.

Jim has served as Chaplin and treasurer for the Cloister Chapter and has been on many committees including the scholarship committee as well as the Earnings and Savings group.

As a sophomore, he was a member of the FFA's Meat Judging team and went to Kansas City for competition. He has been a member of the Ski Club in school and has also been involved with the boy's physical fitness program. As a member of the Stumptown Church he is also active in the youth group.

Jim, who is the son of Mr. and Mrs. Melvin B. Felpe, RD2, Ephrata, is not only talented but sincere in his work and projects.

When this reporter left,

Jim was going to finish overhauling a truck that he needed to transport his steer to the Farm Show.

"I hope I get it finished," he explained "because I want to show my steer."

No doubt Jim will get to the Farm Show with not one FFA project but two.

Thought For Food



Spiced Coffee Cooler

Combine freshly-made Italian roast coffee, or double-strength regular coffee, with an equal quantity of milk. Sweeten to taste. Chill thoroughly. When ready to serve, add 2 dashes of Angostura aromatic bitters to each tall glass, stirring well. Top with whipped cream.

In two different actions Penn Ag Industries Association, Ephrata, responded recently to proposals advanced by the United States Railway Association, a quasi-governmental organization charged by Congress to restructure bankrupt northeast rail lines. Both actions related to branch or light density rail lines needed for bulk agricultural commodities such as grain, feed ingredients and fertilizer in rural Pennsylvania.

The state-wide trade association of agribusiness firms who buy from and sell to agricultural producers suggested an amendment to proposed standards advanced by the USRA for interim rail abandonments, defined as those abandonments permitted before final plans are developed. The suggestion, advanced by Penn Ag executive vice President Donald W. Parke, of Lancaster would require rail carriers which file requests for interim abandonment to show the reason why such hasty action was necessary and could not wait for final plans to be developed by USRA, sometime in late 1975.

"Although there have been

very few branch lines approved for abandonment by USRA under this section of the Law, it is always a possibility and we are attempting to insure that branch line customers won't be out-manuevered by some technicality," Parke said.

The other statement was a response to the USRA Annual Report by Penn Ag's president, Ned L. Clark of Shamokin. Reaction to the report was requested by the Rail Services Planning Office, a division within the Interstate Commerce Commission.

Clark criticized the report for its lack of specific information and its emphasis on branch lines.

"Branch lines do not deserve this much emphasis. Cutting so-called unprofitable branch lines is only one drop in a very large bucket," Clark indicated. "In spite of the thousands of testimonies presented in last spring's rail hearings on the devastation widespread rail abandonments would have, the USRA report, the remarks by its representatives and additional branch line studies by USRA staff indicate very little change in basic attitude.

"Branch lines have been the whipping boy of rail bankruptcies. We suggest a positive and creative approach to branch line management. Must branch lines have the same track standards, the same rate structure, the same service,

the same profit as main lines? Why aren't profitability studies run on other phases of railroading?" Clark concluded.

This continuing emphasis on curtailment of service is one of the factors leading to bankruptcies in the first place and there is no reason to think the new ConRail corporation could make it work either.

"Branch line rights-of-way are an important asset in our national transportation system which should not be cast off easily. No business ever operated which was profitable in every single division every year. We

believe many branch lines can be profitable if negative thinking can be changed," Clark concluded.

Previously the state-wide organization had called on shippers of different types to organize and exchange data in preparation for the Preliminary System Plan announcement due February 26 from USRA. This is the date when specific details and recommendations by the full USRA will be presented

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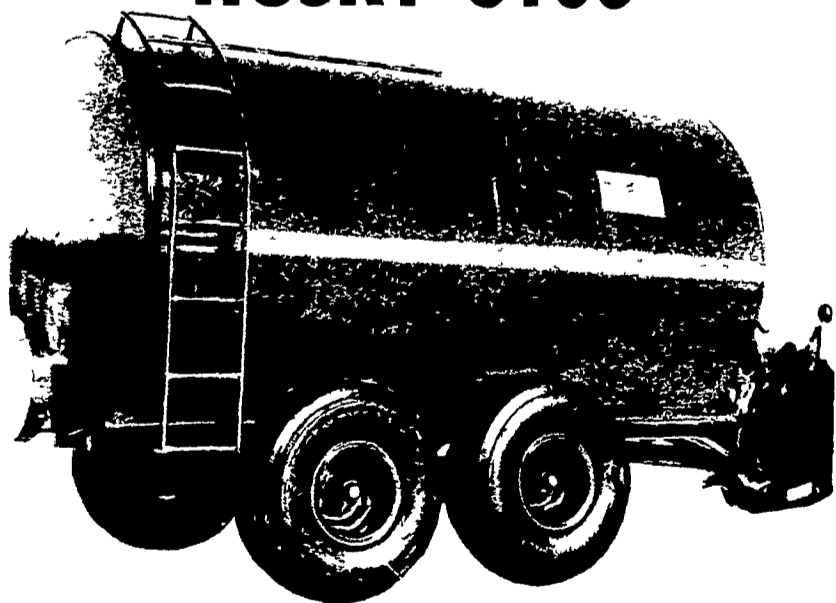
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