

State Requests Input On 23/30 Bypass

BY PAT PURCELL
GORDONVILLE — An overwhelming turnout at a meeting last month of approximately 2,000 Amish farmers in opposition to the proposed route 23/30 bypass has apparently prodded PennDot officials to take a different direction, at least in tactics.

Overpowered by the numbers, state officials are contacting bishops of the Amish community in an effort to divide and conquer, according to Richard Armstrong, of Gordonville. Armstrong has been instrumental in organizing and establishing lines of communication among those who oppose

the four-lane highway which under the present plan may cut through the heartland of the Amish farms. Armstrong and his wife Penny see the action by state officials as a deliberate ploy to divide the large, united group of opposition into smaller groups, in the effort to weaken the resistance.

Also, the state says it wants more input from all those who

attended the last meeting and have sent out lengthy and complicated questionnaires. The mailings were received by most people this week, and the state has requested their return by October 23.

Armstrong has organized several workshops throughout the area to offer help to everyone in completing the form. Announcements of where and when those work-

shops are to be held will be posted. Scheduled for this week are: Bird-in-hand Fire Station, Monday, October 19, 7:30 and Wednesday evening, October 21, 7:30 p.m. at the White Horse Fire Station, 7:30. Armstrong urges everyone to attend the meetings in order to have all the forms sent back to the state to prove to the state officials that the opposition is still strong.

Farm Truck Legislation Passed

HARRISBURG — The Senate has unanimously passed legislation (44-0) which would allow individuals owning a truck bearing a farm license plate to use the truck to take their driver's test, according to Sen. Noah W. Wenger (R-36) sponsor of the measure.

"Under present law, farmers may license trucks used in the conduct of their farm business with a special farm truck plate," explained Wenger. "By accepting these use limitations, farmers pay a lower registration fee for the appropriate classification. However, a problem has arisen because the truck cannot be used to take a driver's test."

Wenger said in some instances, farmers use 18 wheel tractor-

trucks and other trucks to take farm products to market. To drive them, farmers must be licensed under a special classification and must take a special driver's test, but farmers are being refused a driver's examination by police because the trucks do not have a regular license plate.

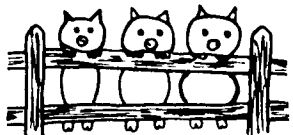
"Farmers have to either borrow a truck with a regular license plate or purchase an unrestricted license which could cost up to \$984," Wenger said. "The statute must be amended so that a farmer does not have to violate the law or pay a substantial sum for the unrestricted license to use the vehicle to take their driver's test."

The bill now goes before the House of Representatives for consideration.

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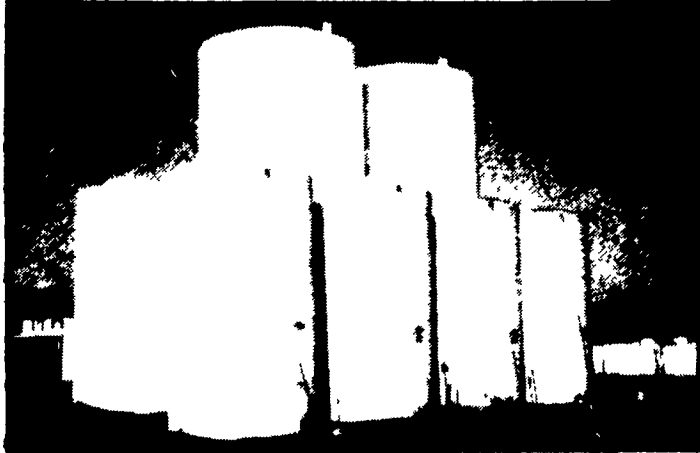
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