



Giving help

Sue Urban, left, talked with David Corns, right, about winning \$50 in the "Christmas On Us" promotion. Mr. Corns received his ticket from RuralTel/Nex-Tech, and said he's donating the winnings to God's Pantry.

— Telegram photo by Brandy Leroux

Snow routes need to remain cleared

By BRANDY LEROUX
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With winter weather upon us, residents of Norton will have to keep an ear open for when emergency snow conditions are being announced. The announcements will be made on KQNK radio, local cable channels and will also use the new 911 system to call homes to notify people.

When emergency snow conditions are announced, the city requires vehicles to be removed from streets designated as emergency snow routes.

"Parked vehicles block the plows that clear the streets," said Jeff Wolf, Code Inspector for the City of Norton. "The streets need to be cleared so emergency vehicles — like ambulances, police cars and fire trucks — and school buses can get through."

According to Norton City Ordinance #13-227, when "Snow Removal Ordinance" is in effect,

the following streets are designated as emergency snow routes, and there will be no parking on these streets: On Second Street from the power plant to Armory Drive; West 250 feet of Horace Greeley Avenue; on east Lincoln through the 600 block from Wabash; on east Main through 600 block from Wabash; on west Lincoln from West Street to Second Street; on west Street from Armory Drive to West Lincoln Street; West Wilton Street from Sunset Drive to West Street; on Sunset Drive from West Wilton to Highway 36; on West Crane from West Street to Kennedy; on Kennedy from West Crane to Armory Drive; on Armory Drive from Kennedy to Highway 283; on West Crane Street from West Street to Eisenhower Drive; on Eisenhower Drive from West Crane to Armory Drive; on West Crane from Eisenhower Drive to Highway 283; on west

Woodsfield from West Street to Sun Street; on north Jones from west Waverly to Highway 36; on Waverly from Jones Street to Norton Street; on Sun Street from Woodsfield to Highway 36; and on Main Street from Case Street to Second Street.

"Vehicles that are left parked on the emergency snow route streets can be ticketed or towed," said Mr. Wolf.

There are also snow ordinances that relate to public sidewalks and driveways. According to Ordinance #13-112, within 24 hours of snow or sleet, the snow or ice must be removed by the property owner or the occupant of any residence or building. If it is not done, the city can remove the ice or snow and charge the owner or occupant for the service.

The third ordinance makes it a violation to pile snow or ice onto cleared streets from a private driveway or public sidewalk.

Chief: 'dead zones' not a concern

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leave the inclusion zones or enter an exclusion zone.

"The inclusion zone could be the defendant's home, job, school, doctor's office, wherever the judge decides the defendant can go," said Chief Morel. "The police department doesn't make that decision."

The department can monitor the defendant's movements online through the company that makes the devices. The site will tell the

officer where the defendant was and when inside any of the inclusion zones.

If the device loses contact with the signal from the satellites or cell phone towers, it sends an alert to the police department.

"Dead zones" in cell phone coverage are not a concern in Norton.

"The company that makes these looked at our area for coverage and said we have excellent coverage," said Chief Morel. "So there

is little danger of a false alert."

The tracking is accurate to within three meters of the bracelet.

The devices will be used in municipal court, at the judge's discretion, for infractions, such as unpaid traffic tickets and moving violations, and misdemeanors.

If the defendant damages the device, it will cost the defendant \$1,500 to replace. If the strap that holds the device to the ankle is damaged, it will cost the defendant \$100 to replace.

Moran: short lines vital to farmers

(Continued from Page 1)
ments. The legislation provides a 50-cent on the dollar tax credit through December 2009 when railroad infrastructure investments are made. Rep. Jerry Moran (R-Kans.), author of the tax credit bill, said the measure was important because short lines are a vital form of transportation in Kansas and rural America. While big railroads like Burlington Northern Santa Fe and Union Pacific serve most of eastern Kansas, the rest of the state relies on short-line railroads.

"The tax credit is extremely valuable for short-line railroads, and Kansas rail customers benefit greatly as well," said Mr. Bjornstad. "For shippers, rehabilitated and upgraded short-line track means lower costs, more flexible local service and a greatly expanded market reach for local products. Having rail transportation as a

shipping alternative keeps transportation costs competitive."

"The argument for investing in Kansas's short-line railroads is strong," Mr. Bjornstad continued. He cites a 2002 study by the Kansas Department of Transportation and Kansas State University. "Impact of Kansas Grain Transportation on Kansas Highway Damage Costs," that estimated the short-line rail system saves the state of Kansas \$49.5 million in pavement damage costs annually. Of those cost savings, 37 percent — or \$18.3 million — was attributed to the Kyle Railroad.

"Short-line railroads are the drive-ways linking customers to the large Class I railroad superhighways, and take the equivalent of nearly 33 million truckloads off our nation's crowded roadways," said Mr. Bjornstad. "We're committed to investing in the Kyle to ensure its health for many years

to come."

The Kyle Railroad began in February 1982 over a former Rock Island Railroad from Belleville to Limon, Colo. The railroad currently operates 510 miles of track, including 337 miles under lease from the Mid States Port Authority and 173 miles under lease from Union Pacific. Major commodities moving on the Kyle include wheat, soybeans, milo, maize, alcohols, siding asphalt and roofing granules. Last year the Kyle transported 13,000 carloads of Kansas grain.

Rail America is a leading owner and operator of North American regional and short-line railroads. Headquartered in Jacksonville, Fla., the company operates 42 railroads in 26 states and three Canadian provinces, with more than 8,000 miles of track. For more information, visit www.railamerica.com.

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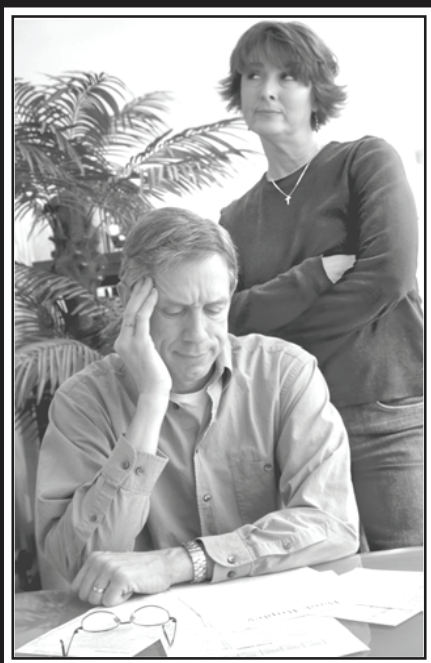
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