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The Newsletter of the Brushy Fork Institute

Fall, 1999

Roads in Appalachia

How do we balance access opportunities and economic development with environmental and cultural concerns?



Mountain Promise is published for friends and associates of Brushy Fork Institute of Berea College by Brushy Fork Institute CPO 2164, Berea College Berea, KY 40404 606.985.3858 606.985.3903 (FAX)

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Mission of Brushy Fork

For over one hundred years, Berea College has served the people of Appalachia.

The Brushy Fork Institute carries forward this commitment by working to develop strong leadership in the mountains.

Working with both existing and emerging leaders, we draw on local understanding and vision to help communities build for tomorrow.

On the Cover:
Construction continues on Big Hill in Jackson County, Kentucky.

Farewell, Big Hill

by Peter Hille, Director

Reprinted with permission from the *Lexington Herald Leader*, Lexington, Ky.

Roads. Ever since Daniel Boone hacked out the Wilderness Trace and European settlers began trekking into the hills and hollers of Appalachia, we've been building roads, improving roads, seeking better roads. The mountains define Appalachia. They have kept the outside at bay and preserved a unique cultural heritage. Such isolation has been both a blessing and a curse. Likewise, new and better roads bring both opportunity and peril. If our young people can more easily commute to seek higher education or jobs, they can also more easily leave. The problems of big cities are closer, and we watch as crime and drugs spread along the interstate highway corridors.

The most striking and visible examples of road building are the major thoroughfares of the Appalachian Highway System. Broad, sweeping ribbons of concrete whisk us along at speeds our ancestors couldn't have imagined. In minutes we breeze over mountains the pioneers would have labored all day to climb. Less obvious, but just as important, are the improvements to secondary roads, gradually eliminating some of the most dangerous hills and blind curves that have taken so many lives.

For seven good years we lived in Jackson County, Kentucky. Most of my workdays in those years began with a drive down Big Hill on Highway 421, and ended with the trip back up. I read about Big Hill before I ever saw it, in Gurney Norman's book, "Divine Right's Trip." He wrote:

In the section of Kentucky where the bluegrass and the eastern mountains meet, near Berea, one of the major landmarks is Big Hill. There are several distinctive hills

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Roads in Appalachia

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Photograph on p. 9 scanned, from *Kentucky II*, Copyright 1989, with permission of Graphic Arts Center Publishing™ an Imprint of Graphic Arts Center Publishing Company.

and knobs and rises in the vicinity, but Big Hill is the dominant land mass for several miles around. For travelers on U.S. 421, the bottom of Big Hill represents the precise dividing line between the flat lands and the branch of the Appalachian Mountains known as the Cumberland Plateau. At the bottom, the traveler headed west is entering the Kentucky blue-grass country. From the top, he faces a range of hills flowing south and east for more than a hundred miles, until they are finally broken by the broad agricultural valleys of southwest Virginia and east Tennessee. Big Hill is a special place upon the ground.

My own memories of Big Hill embrace a wide range of emotions:

. . .It's March, 1980, but we aren't paying any attention to the first leaves coming on. Dad is driving, I'm in the back seat, locked eye-to-eye with my wife as we do our Lamaze breathing. She went into labor at dawn and Lexington seems like a long way away. The big Chrysler wagon leans into the turns. . .

. . .Dogwoods and redbuds in bloom, I'm sweeping through the curves on a shiny red motorcycle. I've got my nailbelt and skillsaw tied onto the back. Life is good. . .

. . .A call comes over the fire radio. A wreck on Big Hill, any available EMT's respond. I grab my jump kit - bandages, stethoscope, blood pressure cuff - but at the scene there's nothing to do but direct traffic. This driver didn't make it home tonight. It only takes an inch of snow to turn the hill into a killer. . .

. . .December, the leaves are gone and you can see all the way down the valley. On the motorcycle again, it's cold but beautiful. I have a thermos of coffee with me and it will take a while to get my hands thawed out once I reach the job site. . .

. . .Counting compressions - one, two, three, four, five, breathe - over and over. We are doing CPR in the back of an ambulance

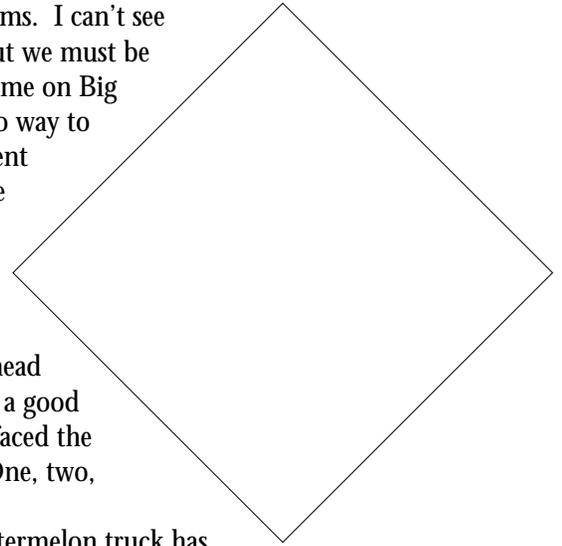
as the siren screams. I can't see out from here but we must be making record time on Big Hill. There is no way to know if the patient will live, or if she even has a chance, but we keep it up. Somewhere in the back of my head I'm thinking it's a good thing they resurfaced the road recently. One, two, three. . .

. . .A big watermelon truck has turned over halfway up the hill. Cars pull over and stop, even though there are no shoulders on the road. Big Hill turns into a spontaneous party as people scramble down the hillside and get all they can carry. . .

. . .It was late afternoon when the snow began. We've been working on our new house, this one down at the bottom of Big Hill. We need to get home, but the flakes are huge, and coming down fast. Experience tells us if there's a little snow at the bottom, the top is already white and slick. Fishtailing up the Hill, I'm thinking it's a good thing I got these new tires. My wife, daughter and dog crawl all the way to the back of the station wagon to get just a little more traction. . .

Now Big Hill is changing forever. After months of blasting and bulldozing, they are straightening and widening the road. Safety, commerce, convenience - this will change Jackson County, and mostly for the good. Like Town Hill in Breathitt County, Kentucky, U.S. 58 in southwest Virginia, Route 119 in West Virginia, slowly the twisting serpents of asphalt are being tamed. As someone who drives these roads a lot, I appreciate the benefits. Still, when the redbuds bloom next spring, a part of me will miss that motorcycle ride up Big Hill.

Thanks for the memories.



I-66 - Economic Lifeline or Environmental Disaster?

(Condensed from articles in the *Lexington Herald Leader*, Lexington, Kentucky)

For more than a decade now, Interstate 66 - the new superhighway across Virginia, Kentucky and the nation - has been debated.

This is one example of the larger debate in Appalachia - how do we balance access opportunities and economic development with environmental and cultural concerns?

In May 1999, Kentucky Governor Paul Patton and U.S. Representative Hal Rogers jointly announced that federal funding of \$4.5 million had been secured to begin preliminary planning for a 30 mile section of I-66 through

Pike County. In 1998, Rogers secured \$11.3 million for the design and planning of I-66 between London and Somerset.

Rogers argues that the interstate "will be vital to the

area's economic development and future vitality." The funding is one of the firmest steps yet taken to assure Eastern Kentucky's place on the proposed coast-to-coast highway (Mueller B1.)

I-66 would stretch across the country from Front Royal, Virginia, to San Luis Obispo, California. The area of the road in Kentucky would run across the southern part of the state, through Somerset, Manchester and Hyden, and just south of Hazard, Hindman and Pikeville (Mueller B1.)

Building I-66 across Kentucky could cost nearly \$5 billion. Engineering and environmental studies, along with public hearings, will determine the final route, according to Kentucky Transportation Secretary James Codell (Mueller B3.)

In June, a preliminary planning study was released, with the "preferred" route beginning west of Somerset and running south to Laurel River Lake, connecting to the Daniel Boone

Parkway southeast of London (Williams B1.)

The state at first did not consider building along existing KY 80 between London and Somerset because it is currently a local access road (Mead B1.) However, upon the urging of the Forest Service's Ben Worthington and others, the state has agreed to consider that option.

According to Worthington, that route "appears to have significantly less environmental impacts than the preferred southern route and perhaps less adverse impacts than any of the route alternatives outlined in the planning study" (Tagami A9.)

A coalition of environmental groups called Kick 66 has united in its concerns about the environmental damage they think the interstate route could do in the 600,000 acre Daniel Boone National Forest (Tagami A1.)

The group says that if the interstate were built along the "preferred" route, it would threaten rare plants and animals and strain already overcrowded recreational facilities (Tagami A1.) Some argue that the interstate's benefits along any route don't outweigh the environmental damage it would do (Baniak "Group Protests" B3.)

But many residents feel that the road is needed to provide more career opportunities in the region. According to a 1997 study by the University of Kentucky Transportation Center, finishing Kentucky's portion of I-66 could have huge financial benefits for the state, increasing employment along the corridor by as much as 8 percent over 20 years, and personal earnings in the area by \$2 billion per year (Williams B3.)

The studies continue, and so does the controversy. As planners, residents and local officials across Appalachia know, they will always need to find a balance between economic development and the natural resources and culture that make the area unique.

How do we balance access opportunities and economic development with environmental and cultural concerns?

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- Baniak, Peter. "Group protests planned route for new I-66." *Lexington Herald-Leader* 26 July 1999: B1.
—. "I-66 Foes take case to cabinet official." *Lexington Herald-Leader* 12 Oct. 1999: B1.
Mead, Andy. "Getting their licks on I-66." *Lexington Herald-Leader* 24 May 1999: B1.
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Williams, Lance. "Southerly I-66 route recommended." *Lexington Herald-Leader* 15 June 1999: B1.

State highways had long road to haul

by George Hohmann (Reprinted with permission from *The Charleston Daily Mail*, Charleston, WV.)

Sgt. Ric Robinson of the West Virginia State Police remembers trips through the state in the 1950s, before the interstate highways were built.

Robinson's family owned a restaurant and a cafeteria in Naugatuck, Conn. They often traveled to Morehead, Ky., to visit relatives.

"It was two-lane roads and it always seemed like an eternity," Robinson said. "It was at least a two-day trip. There was never anything to do. Sometimes you would get behind somebody real slow, so you'd spend a lot of time looking for a passing zone."

"In New England the signs would simply say, 'Pass,'" Robinson recalled. "As you got farther south, you would start seeing signs that said, 'Pass with Care.' My mother would always say, 'We're in the South now,' when the signs said, 'Pass with Care.' "

The state has come a long way since Robinson's childhood. He said the trip from Naugatuck to Morehead now takes 14 hours.

Development of West Virginia's highway system was stymied by the difficult mountainous terrain and the state's rural nature.

Until the early 1920's, most roads outside major West Virginia cities were little improved.

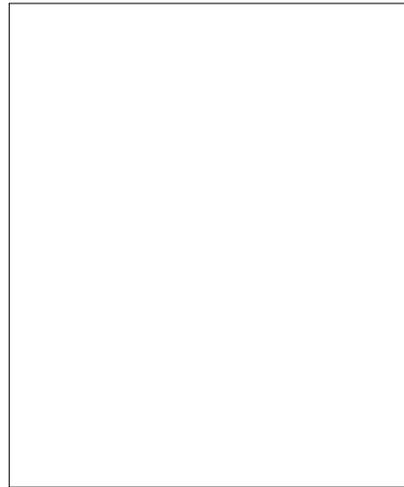
Fortunately, while residents of many communities were isolated in terms of highway accessibility,

excellent rail service allowed them to receive timely delivery of goods ranging from daily papers to fresh cut flowers and oysters.

"Towns were not quite as isolated as they might appear," said Emory Kemp, director of the Institute for the History of Technology & Industrial Archaeology at West Virginia University.

Historian Michael Caplinger, who works with Kemp, pointed out that 100 years ago, thanks to the B&O Railroad, the Wetzel

The first great road to affect the region was the National Road, completed from Cumberland, Md., to Wheeling in 1819. . .It helped change the American settlement pattern.



David Bowen/Division of Highways

Bypass on the West Virginia Turnpike

County community of Littleton had daily passenger train service to Baltimore and residents could get East Coast newspapers the same day they were published.

The First Main Road

The first great road to affect the region was the National Road, completed from Cumberland, Md. to Wheeling in 1819.

Kemp believes it helped change the American settlement pattern.

"The Ohio River was the great highway and these states (formerly the Northwest Territory) were being settled from the Ohio upwards and had strong Southern links," Kemp said. "Suddenly this whole pattern changed

with the Erie Canal, the railroads coming through and the National Road."

As a result of the change in the settlement pattern, the states carved out of the Northwest Territory "were very strongly Union and antislavery," Kemp said.

Greg Good, a history professor at WVU, said nearly every road in the state was dirt before the Legislature voted in 1919 for a change in the

continued on next page

State highways had long road to haul (Continued from p. 5)

constitution to "make provision by law for a system of state roads and highways connecting at least the various county seats of the state."

Voters approved the Good Roads Amendment of 1920, authorizing the issuance of up to \$50 million in bonds to pay for construction, according to "As a Matter of Fact," a publication of the state Division of Highways.

Roads were built to follow the region's topography, resulting in a highway system of winding roads following stream valleys and troughs between mountains.

A series of bond issues followed. Meanwhile, from the earliest days, the federal government helped finance roads used to deliver mail. The aid was later extended to other roads.

In 1932, during the Great Depression, voters approved amendments to the state constitution which limited the amount of money that could be raised from local property taxes. That prompted the 1933 Legislature to relieve the counties of the responsibility of maintaining roads.

Today, West Virginia is one of only four states in which there is no county or township ownership of highways, according to the Division of Highways.

Road Improvements

Harry Young of South Charleston remembers one of Charleston's great road projects - the widening of Kanawha Boulevard in the mid-1930s.

"They moved the houses out of the street - they moved most of them on barges up to Kanawha City," Young, 88, recalled.

Twenty years later, the state undertook a huge job - construction of the West Virginia Turnpike. Ground was broken in 1952 and the two-lane toll road opened in November 1954. It was the state's first high-speed expressway.

"Varying only a few miles either way from a straight line between Charleston and Princeton, the route would cut only 22 miles from the original mileage between the two cities - but an estimated two hours' driving, half the existing time," said a history of the Turnpike written by Carol Melling of the Division of Highways.

The Turnpike was extended to Beckley in late 1954 and in 1958 it was incorporated into the national interstate system. The Federal-aid Highway Act of 1952 for the first time authorized funds solely for the construction of the National System of Interstate Highways, and by 1966 Congress was stipulating that interstates have at least four lanes.

Plans to upgrade the Turnpike began. The first contract was awarded in 1973 and the last leg of the improved super-highway was opened to traffic by Gov. Arch Moore in 1987. Total cost of the upgrade: almost \$700 million.

WEST VIRGINIA ROADS TIMELINE

1785

Virginia General Assembly incorporates the James River Co., to connect the James River with the New and Great Kanawha Rivers by constructing a road over the mountains to the falls of the Great Kanawha.

1811

The federal government begins construction of the National Road westward from Cumberland, Md.

1818

The National Road, greatest of the early turnpikes, reaches the Ohio River at Wheeling.

1849

The Great Suspension Bridge, crossing the Ohio River at Wheeling, opens. It is the longest bridge span in the world.

1891

First conventional bridge completed across the Great Kanawha. The span was built to provide the town ready access to the C&O Railroad station.

1913

Henry Ford introduces assembly line production of automobiles on a large scale.

1920

State voters approve the Good Roads Amendment, authorizing the issuance of up to \$50 million in bonds for road construction.

1930

Prison labor is used extensively on state highway projects.

1931

All 55 county seats connected by hard roads.

1933

The Legislature places practically all roads in the state system and relieves the counties of responsibility for their upkeep.

1942

35-mile-per-hour War Speed signs erected throughout the state to conserve tires.

1944

State begins a two-year program to stabilize an estimated 640 miles of mud roads by grading, widening, draining and surfacing the roads with stone or red dog.

1946

A total of 11,000 miles of the state's original unimproved road system have been made passable year round. Five bridges are freed from toll. The speed limit is raised from 45 to 50 mph. The General Bridge Act requires tolls be removed from all interstate bridges within 20 years of construction or acquisition.

1952

Ground broken for the West Virginia Turnpike.

1954

The state's first high-speed expressway, the two-lane West Virginia Turnpike, opens.

1957

Interstate construction begins in West Virginia on a segment of I-64 in Cabell County.

1965

Congress passes the Appalachian Regional Development Act, establishing a corridor highway program throughout Appalachia.

1973

First contract is awarded for upgrading the West Virginia Turnpike to four lanes.

1987

Upgrading of the WV Turnpike is finished.

1988

The 515-mile WV Interstate highway system is completed with the opening of a segment of I-64 between the WV Turnpike and Sam Black Church.

Interstates, Corridors

Construction of the interstates in West Virginia began in Cabell County in 1957 on Interstate 64 and ended more than 30 years later, also on I-64.

Building the 515-mile system "involved an incredible investment of nearly \$2.8 billion in engineering, right-of-way acquisition and construction contracts," according to "Across the State in '88," a publication Melling wrote to commemorate the feat.

Young, who worked at Union Carbide's Tech Center for 31 years, remembers trying to get home, then in Charleston, in the evenings before Interstate 64 was built. "You had to go by MacCorkle Avenue and the Patrick Street Bridge," he said. "Traffic was pretty bad."

Congress realized the special difficulties Appalachian states faced when it passed the Appalachian Regional Development Act of 1965. The act, among other things, established a corridor highway program throughout Appalachia.

"The slow economic development of the Appalachian region may be attributed to the region's lack of adequate transportation," said the Division of Highways' publication, "As a Matter of Fact."

"To minimize the cost, roads were built to follow the region's topography, resulting in a highway system of winding roads following stream valleys and troughs between mountains, characterized by low travel speeds and long travel distances," the publication said.

Since creation of the Appalachian Regional Commission, the state has been allocated more than \$1 billion in federal funds for Appalachian highways.

The 404-mile system opened up isolated areas and dramatically cut some travel times, such as the time it took to travel between Parkersburg and Clarksburg and the travel time between Charleston and Logan.

The corridor system is still unfinished. Corridor H, from Elkins to the Virginia border, remains stalled as environmentalists fight construction of the highway in federal court. In 1991, Appalachian Corridor E - then known as U.S. 48 - was officially redesignated as Interstate 68 and added to the interstate system.

Danny Ellis, the Division of Highways' business manager, said the agency has an annual budget in excess of \$800 million, including a construction budget in excess of \$450 million. Today, the Division of Highways has jurisdiction over planning, engineering, right-of-way acquisition, construction, reconstruction, traffic regulation and maintenance of 33,569 miles of roads.

Open access to 'hidden Va.'

Reprinted with permission from the *Kingsport Times News*, Kingsport, Tn.

At the recent National Governor's Association meeting in Washington, D.C., the chief executives of the 50 states heard from economic development experts that the days of "generic development" - roads, sewers, water lines, industrial parks and "spec" buildings - are a thing of the past.

As one guru from Harvard said, "Every state has these things." He suggested the nation's governors move on to more cutting-edge areas of development.

It may be that every state in the nation has roads and sewers and industrial parks. But not where such infrastructure has been shared equitably in all parts of the state.

A case in point is the Coalfields Expressway. Southwest Virginia hopes to get the funding go-ahead from Richmond.

It is a measure of the underdeveloped nature of Southwest Virginia that a basic concern like the Expressway can top the wish list of local officials. Especially with coal mining on the decline and the tobacco industry on the defensive, opening up what has often been described as "the hidden Virginia" should be a top priority for state highway officials as well.

The Virginia General Assembly has already gone on record supporting the building

of the first leg of the Expressway from Route 23 to Clintwood. The four-lane corridor from U.S. Route 23 near Pound northeast to Beckley, West Virginia, has been talked about for years and enjoys local support in both states.

The Coalfields Expressway has been cited by West Virginia and Virginia supporters since the early 1990s as a way to bring four-lane highway access and boost the region's economy.

West Virginia already has started construction of its section of the expressway, and congressional action in 1996 made the Coalfields Expressway eligible for 80 percent federal funding for design and construction in both states.

The expressway would also link U.S. 23 in Wise County with Interstates 64 and 77 in West Virginia. The potential for economic growth, including business and housing development along the new corridor could be significant.

While "generic development" may be old news to the experts, such basic bread-and-butter components of economic development are still very much desired and very much needed in Southwest Virginia.

New sustainable community learning network

A few years back, the Mountain Association for Community Economic Development (MACED) in Berea, Kentucky, published *Communities by Choice: An Introduction to Sustainable Community Development* to help communities exploring this issue.

The booklet has inspired many communities and led to the creation of **Communities by Choice**, a national network of communities interested in learning from one another how to make choices that will sustain them over the long-term.

Communities by Choice shares how communities and individuals are meeting

the challenge of sustainable development primarily through its new web site which includes some of the best sustainable community resources available.

Communities by Choice also publishes new tools created by other organizations and helps communities turn their experiences into resources for others through its online "resource exchange."

To order your free copy of the booklet or learn more, go to www.communities-by-choice.org or call 606-985-1763.

Hollow, er, um, I mean holler

By Andrea Schrock Wenger, Mennonite Central Committee Appalachia

Ms. Wenger, a native of Scottdale, Pennsylvania, has lived in Ermine, Ky. (Letcher Co.) since August 1996.

You'd think by now, after living here more than three years, I'd have figured it out. But I still stumble every time I encounter the word "hollow" in a sentence. Here in southeastern Kentucky, the word comes up frequently. The mountains are steep and rugged. As the area was settled, creek beds often formed the beginning of roads; in some cases, creek beds still are the roads.

Cutting up the hillsides, these hollows between the mountains are generally invisible from the main road, but many hold vibrant communities. Traditionally, families settled in the hollows, starting at the "mouth," and moving further up toward the "head" of the hollow as families grew. Today hollows often carry a family name, such as "Hogg Hollow" in Neon, Ky. In Harlan, we jokingly call Horton Street, "Menno Hollow" because of the long-time presence of Mennonite Central Committee (MCC) households and offices there.

So what is a northerner like me to do with a word like hollow? Folks who grew up around here say "holler." Very few people actually say "hollow," so to use that somehow feels stilted; it just doesn't roll off the tongue with ease. But when I mix "holler" in with my clipped fast speech, it sometimes feels presumptuous or put on, somehow inappropriate.

I've tried substituting "street," "road" or "lane" for hollow in a sentence. But it just doesn't work. I imagine chatting with my neighbor Kathy (who lives just across the hollow) as we often do. I can just hear her laughing out loud at me if I were to call Franklin Branch, where we live, a "street."

So, I continue to do mental gymnastics each time the word threatens to appear in a sentence I'm about to utter. I often solve it by

simply rephrasing my sentence to avoid the word completely.

I love the way people talk here. I'm glad to know that in our homogenized United States, this unique part of central Appalachian culture is nowhere near dying. I hear little children with accents thick as mud. The

figures of speech and the cadence are almost poetic.

I know that some folks who leave the mountains feel their accent brands them as "hillbillies" in the eyes of folks from other parts of the state. But as a transplant into the area, I've come to envy the language

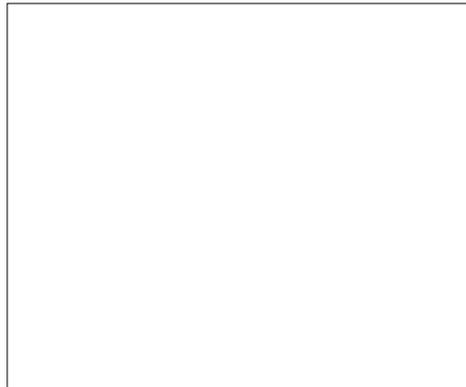
that binds these people to the land and to each other. The sense of belonging and a sense of place is palpable, something I simply can't claim.

So I realize that I can't slip into anonymity linguistically here; as soon as I open my mouth, people know I'm not from these parts. But I do find my speech slowing and growing more colorful a bit. At church when we stand to say the Apostles' Creed and The Lord's Prayer, I easily slip into the rhythm of the folks speaking around me.

Perhaps I will fail at true assimilation during our tenure here. But I realized that at least part of our family was truly fitting in when I overheard a conversation at a recent MCC retreat between my son and another volunteer service worker from MCC's Washington, DC unit. "This is Curt," I said to 4-year-old Elliott, introducing him to the other MCCer. "He lives in Washington, D.C."

"Hi," said Curt. "Have you ever heard of the White House?"

"Yeah sure," said Elliott, "like the white house at the end of our holler."



A hollow in winter near Hindman, Ky.

James Archambeault

EKLN Youth Leaders Start Strong

By Jamie Owens, EKLN Student Program Assistant

Entertainer and peace advocate Mr. Michael Pritchard brought power and meaning to Berea as he uplifted 150 participants in the East Kentucky Leadership Network (EKLN) Youth Leadership Program. Mr. Pritchard spoke at their first workshop for 1999-2000 held at Berea College on October 19, 1999.

Pritchard is best known for his voice work on the *Star Wars* series of films, and has been featured on the *Tonight Show* with Johnny Carson. His voice is used in a variety of commercials and animated specials, including the Fox Cartoon Network, Lucas Films' "Ewok Special" and Disney's "Captain Eo."

He has also appeared on film and television, including starring in a recently aired PBS series called *Peace Talks*, a series dealing with conflict resolution and helping youth to make good life choices. Nationally acclaimed, *Peace Talks* was awarded first place in the United States International Film Festival.



Entertainer and peace advocate Michael Pritchard clowns around with EKLN Youth Leaders.

Pritchard has a unique ability to reach out to EKLN student leaders through his positive messages of self-appreciation and positive reinforcement. One student commented, "He is a good influence on young people, and how to be yourself." Topics Pritchard talked about were gleaned from his series and life experience.

All of these topics dealt with teens and their interactions with others and themselves, reminding them of the power they have to bring about change. He spoke about communicating with parents, respecting yourself and others, enhancing self-esteem, and stepping up to peace. Another student commented, "He taught us in a way we could relate to him. He got on our level and we had fun learning from him."

The EKLN Youth Leadership Program has been very active this year. This was the first year members participated in the annual Kentucky Youth Assembly, or KYA, on November 21-23 in Frankfort and Louisville, Ky. This conference was the second workshop for EKLN this year. KYA is the largest youth-in-government program in the country with over 1,800 participants representing every part of the state.

This experience served as a unique opportunity for many of our students to be exposed to the governmental process, and what bill making is all about. Whitney

What is EKLN?

EKLN is a collaboration of organizations involved in leadership development in eastern Kentucky counties for which Brushy Fork serves as the coordinating agency. The Youth Leadership Program, EKLN's first collaborative project, seeks to engage under-involved youth in the civic life of their communities.

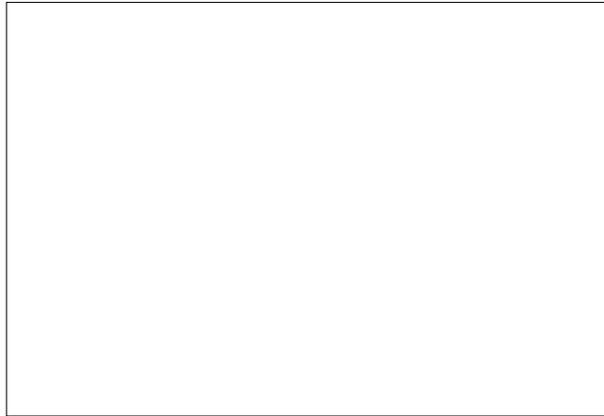
Through the program, young people serve on local public boards and are mentored by active board members. These opportunities encourage young people to be active and involved community participants throughout their lives.

Henderson, a EKLN participant from Jackson County, Kentucky, commented that "KYA is a program designed to give youth in Kentucky a hands-on chance to see what goes on in the government."

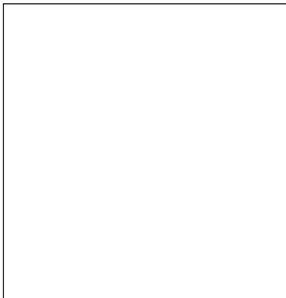
Due to the large numbers, the conference is split up into two sections according to grade. Freshmen and sophomores met in Louisville to take part in forums dealing with real-life, controversial issues. The juniors and seniors traveled to the capitol in Frankfort to take part in a mock government session.

Since the state government was not in session during this time, participants were actually allowed to sit in the seats of senators in the House and Senate chambers, and make their ideas into realities. The bills passed in the Assembly were given to Kentucky Governor Paul Patton for consideration. It is very difficult to pass a bill in such a large youth assembly, but the EKLN participants passed one on their first try.

At the end of the three days, the EKLN delegation captured the award of Outstanding Delegation for the entire conference.



Michael Pritchard took time to sign autographs and pose for pictures with the EKLN Youth participants



Jamie Owens is a sophomore at Berea College, majoring in Child and Family Studies. While at Rockcastle County (Ky.) High School, Jamie participated in the East Kentucky Leadership Network Youth Leadership Program during its pilot year. Through her participation in the program she served on the Rockcastle County School Board, which was one of four Rockcastle County civic boards involved in the program in 1998.

During her participation she gained many skills through workshops and her personal experiences. She was trained in public speaking, parliamentary procedure, roles of board members, leadership, how to hold effective meetings, conflict resolution, how to bring about change in her community, and much more.

Jamie was chosen for the Bonner Scholars program at Berea College, in part because of her leadership skills and previous experience in community service. The program recognizes students who have demonstrated a commitment to community service and who wish to continue this commitment during their college careers. Bonner Scholars makes it possible for Jamie to help coordinate the EKLN Youth Leadership Program in her current labor position at the Brushy Fork Institute. She currently serves on the EKLN Steering Committee.

Next issue is on Entrepreneurship for the Public Good

Mountain Promise, the newsletter of the Brushy Fork Institute, is published quarterly. Our next issue will examine the concept of Entrepreneurship for the Public Good, and report on the Entrepreneurship for the Public Good Summit which Brushy Fork facilitated at Berea College this fall. If you have an article or a story idea, contact:

Mountain Promise

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1999 Leadership team projects underway

		<p style="text-align: center;">Brushy Fork Leadership Teams for 1999-2000</p>

Berea College Team: Kids Reach

This year's Berea College Team calls themselves "Kids Reach" to emphasize their goal of providing services for parents in the community. Their project is to publish a "Children's Resource Guide" listing available services in Madison County that help kids and their parents.

Johnson County, Tennessee: VOLS: Volunteers Organizing Leadership Skills

The Johnson County team wants to make it easy for potential volunteers in their community to find organizations who need help. The VOLS (Volunteers Organizing Leadership Skills) are creating and distributing a brochure/booklet with a comprehensive listing of both volunteer opportunities available in Johnson County and service resources currently available. They have created partnerships with other county groups to pool resources and ensure there is no information duplication.

Nicholas County, West Virginia: Multi-Cultural is Multi-Fun Team

The Nicholas County team wants to provide local students with alternative after school programs that may lead to positive, structured, educational and entertaining activities. They are working on a one day program in their local junior high schools which will provide students with a "hands-on" introduction to Nicholas County Heritage, Culture and Crafts. The event will include 7th-9th graders, emphasizing the many opportunities students have to keep their culture alive while learning new skills and activities.

Wayne County, Kentucky: WC Group: We Care - Wayne County

The We Care Group wants to complete a community project that will improve services for community members while also demonstrating what a group of concerned citizens can accomplish. They decided to revitalize the "Tot Lot" children's section of their community park. The We Care group has already found several community partners, including the Park Board, and are working on several design alternatives.

Wayne County, West Virginia: WORD: Wayne Outdoor Recreation Directory

The WORD team has a long-term goal of making community members aware of the multitude of recreational opportunities in Wayne County, and encouraging tourism both inside and outside the community. They will publish an outdoor recreation directory for Wayne County, including pictures and a brief description of facilities in the area. They have begun working with the local newspaper, which is helping with layout and design for the brochure.

Additions to Directory of Brushy Fork Associates

Below is a listing of five new teams that are participating in the 1999-2000 cycle of the Brushy Fork Leadership Development Program. See complete descriptions of the county projects on the previous page. This page can be clipped and added as an update to your directory of Brushy Fork Associates. Be sure to see the new Brushy Fork address and phone numbers on page 16 of this newsletter.

If you don't have a directory and would like to have one, please contact us. Each directory contains contact information for Brushy Fork program graduates and includes a section on areas of interest and expertise. If you have changes for the directory, please send them to Brushy Fork for note in future newsletters. Thanks!

1999 Program Participants

Berea College Team, Kentucky

Project: Children's Resource Guide for Berea/Madison County

Name	Address	Home Phone; Work Phone
Ms. Connie Briggs	CPO 2167, Berea 40404	606.986.2004; 606.985.3179
Ms. Chrissy Clifton	CPO 298, Berea 40404	606.985.4222
Mr. Brian Dain	CPO 470, Berea 40404	606.985.4277
Mr. Krsna Fullman	CPO 526, Berea 40404	606.985.4380
Ms. Megan Hoffman	CPO 1816, Berea 40404	606.986.5482; 606.985.3347
Ms. Asala McCoy	CPO 989, Berea 40404	606.985.4722
Mr. Khalif Morris	CPO 1076, Berea 40404	606.985.4784
Ms. Sharon Sarvey	CPO 2190, Berea 40404	606.986.8641; 606.985.3391
Ms. Ada Snider	CPO 1345, Berea 40404	606.985.6014

Johnson County, Tennessee

Project: Volunteer Opportunity and Service Resources Brochure

Name	Address	Home Phone; Work Phone
Ms. Mardell Baker	5966 Forge Creek Rd., Mt. City 37683	423.727.9112
Ms. Ina Bellamy	520 E. Main Street, Mt. City 37683	423.727.8745; 423.727.5270
Mr. Jason Boyd	1102 Reece Hill Rd., Mt. City 37683	423.727.1419; 423.727.5270
Mr. Randy Brown	534 Roan Creek Rd., Mt. City 37683	423.727.9318; 423.727.6609
Ms. Frances Hampton	858 Canter Road, Trade 37691	423.727.5786; 423.727.1160
Ms. Judy McGuire	1018 North Church St., Mt. City 37683	423.727.6737
Ms. Jenny Savery		423.727.5265
Ms. Sharon Stout	3384 Crackers Neck Rd., Mt. City 37683	423.727.5570; 423.727.3644
Ms. Elizabeth Stout	3384 Crackers Neck Rd., Mt. City 37683	423.727.5570
Ms. Terry Warden	PO Box 66, Mt. City 37683	423.727.8460; 423.727.2652

continued on next page



Nicholas County, West Virginia

Project: Junior High Awareness Day on Nicholas Co. Heritage, Culture and Crafts

Name	Address	Home Phone; Work Phone
Ms. Kathleen Tracy Baker	PO Box 71, Summersville 26651	304.872.4490; 304.872.3611 x125
Mr. Zach Baker	PO Box 71, Summersville 26651	304.872.4490
Ms. Marcia R. Brown	PO Box 576, Summersville 26651	304.872.3758; 304.872.7875
Ms. Barbara C. Davis	831 Irish Heights Rd., Summersville 26651	304.872.3460; 304.872.5092
Ms. Rhonda Freeman	PO Box 136, Canvas 26662	304.872.3280; 304.846.6646
Ms. Kimary McNeil	8 Glade Creek Estates, Summersville 26651	304.872.5324; 304.872.7894
Ms. Sharron Riddle	HC 27 Box 85, Birch River 26610	304.226.5981; 304.649.2651
Ms. Helen Simons	Box 244, Summersville 26651	304.872.2750
Ms. Donna Truman	PO Box 159, Canvas 26662	304.872.6589; 304.465.0585

Wayne County, Kentucky

Project: Revitalize "Tot Lot" children's area at community park

Name	Address	Home Phone; Work Phone
Mr. Michael L. Adams	336 Hill Creek Dr., Monticello 42633	606.348.4722; 606.348.0070
Mr. Harold Cole	PO Box 175, Monticello 42633	606.348.6650
Ms. Tiffany Cooper	HC 74 Box 210, Monticello 42633	606.348.1698
Mr. Phillip Duncan	76 Sandusky St., Monticello 42633	606.348.7814; 606.561.4138
Ms. Larissa Hayes	Rt. 8 Box 2505, Monticello 42633	606.348.5965; 606.348.8453
Ms. Lauren Newsome	92 Damron Dr., Monticello 42633	606.348.3854; 606.348.3770
Ms. Carolyn Simpson	1306 Old Hwy. 90, Bronston 42518	606.561.4439; 1.888.672.2658
Ms. Whitney Smith	316 1/2 N. Main St., Monticello 42633	606.348.4562; 606.348.3064
Ms. Brandi Stevenson	Rt. 3 Box 298, Monticello 42633	606.348.1893
Ms. Pavielle Stonewall	HC 86 Box 231B, Monticello 42633	606.348.9013
Mr. Joey Tucker	#11 Public Square, Monticello 42633	606.348.6922; 606.348.4441
Mr. Wade Upchurch	Rt. 5 Box 5415, Monticello 42633	606.348.6233; 606.348.5311

Wayne County, West Virginia

Project: Directory of Wayne County outdoor recreation facilities

Name	Address	Home Phone; Work Phone
Ms. Sylvia M. Baisden	Rt. 2 Box 2405A, Wayne 25570	304.272.3757
Mr. William Dotson	1691 Stringtown Rd., Barboursville 25504	304.525.1170; 304.526.4439
Ms. Joann Hurley	32 Hubbard Hts., Huntington 25704	304.453.4346; 304.648.5488
Mr. Carl Marcum	PO Box 127, Wayne 25570	304.648.7125; 304.272.6839
Ms. Rita Marcum-Sammons	Gen. Del., 319 Keyser St., Wayne 25570	304.272.3190; 304.528.2560 x 65735
Ms. Cathy Mills	Rt. 2 Box 2405A, Wayne 25570	304.272.3757; 304.393.3886
Mr. B. G. Prichard	Rt. 2 Box 2101, Wayne 25570	304.272.3214; 304.272.9050
Ms. Jessica Robinson	PO Box 562, Crum 25669	304.393.3461
Mr. Kendall Stone	2201B Spring Valley Dr., Huntington 25704	304.429.3902; 304.525.3334
Ms. Barbara Trogdon	WVU Ext. Serv. PO Box 127 Wayne 25570	304.529.7187; 304.272.6839
Mr. Kent Van Devender	PO Box 1213, Kermit 25674	304.393.3641; 304.393.4091
Mr. Troy Varney	PO Box 312, Crum 25669	304.393.3461

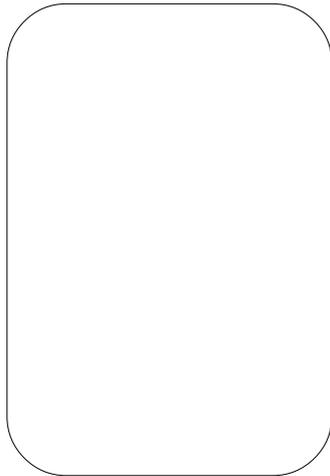


toolbox



"Stupid" flipchart tricks

Tried and true methods of using flipcharts to organize, facilitate, and record community meetings from Brushy Fork Director Peter Hille.



The Tools:

- ◆ Tape (masking)
- ◆ Markers - "Mr. Sketch" work best because they don't bleed through
- ◆ Grid ruled flip chart pads
- ◆ Easels

See toolbox in the Fall/Winter 1996-97 *Mountain Promise* on "How to build a flipchart easel"

If there is no bar on the easel, use the pad box as a backboard

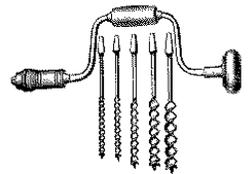
Use the pad box on a chair if you don't have an easel

Use tape to solve any remaining problems!



The Set-Up

- ◆ Plan where to tape your sheets so all can see them - walls, windows, etc.
- ◆ Tear off tape pieces and stick them on the easel
- ◆ Make flipcharts ahead of time for presentations
 - Write notes in pencil on pre-made pages for presentation
 - Use white mailing labels to "erase" mistakes



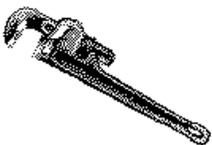
Writing

- ◆ Colors - Don't use red except to highlight
- ◆ Size - One inch high minimum (lower case)
- ◆ Paraphrasing
 - Use key words
 - Use speakers' words if you can
 - Negotiate for reduction to key phrases
 - Read it back and ask if you got it right



Taping Up

- ◆ Put tape on the top corners of the sheet before you tear it off
- ◆ The tear-off: tear one corner, then pull down and to the side
- ◆ Fold the sheets after taking them down - they are easier to type
- ◆ Roll the sheets if you plan to post them again



We've moved!

Our move into new offices on the Berea College campus is complete. We can be found on the first floor of the Bruce Building, located on North Main Street.

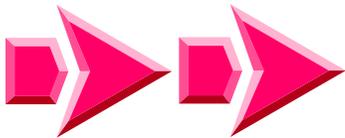
The Brushy Fork office shares a common space with the Berea College Appalachian Center, *Appalachian Heritage* magazine, Special Programs, various student service programs and a gallery of Appalachian artifacts.

The shared resources will strengthen each program and help promote their activities on the Berea campus.



The new Appalachian Center, with Brushy Fork offices on the left.

Our new address and phone number are:



Brushy Fork Institute
CPO 2164, Berea College
Berea, KY 40404
606.985.3858
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