

Addendum to Student Handbook-Eagle Lake Primary School-Standard Dress Code

Shirts
Collared knit, button front (polo style) or t-shirts can be worn with either short or long sleeves. Shirts must be solid in color with no design or logo. The Rice Raider logo and school spirit shirts with logos are acceptable. Shirts must be white, navy, or Raider blue.

Pants/Shorts
Pants, slacks, and short must be made of a twill type material or denim. They must fit at the waist and not be baggy, frayed, or have holes. Denim pants must be blue. Shorts may not be shorter than the longest fingertip when arms are relaxed at the sides. Pants and shorts must be navy blue, khaki tan, or blue denim in color.

Skirts/Jumpers
Girls may wear skirts, skorts or jumpers. They may be straight, pleated, or full. These may not be shorter than the longest fingertip when arms are relaxed at the sides. Shorts should be worn under skirts and jumpers and should be the same color as the skirt or jumper. Skirts, skorts, and jumpers must be navy blue, khaki tan, or blue denim.

Sweaters/Sweatshirts/Vests
Students may wear cardigan sweaters, sweatshirts, or vests as long as they fit well. They may be worn during the school day. They must be plain with no logos. Sweaters, sweatshirts, and vests must be white, navy or Raider blue.

The following guidelines from the current Rice CISD dress code remain in effect.

1. Clothing must be neat in appearance and appropriate to the gender of the student; for example, boys may not wear earrings.
2. Shoes must be appropriate for outdoor use. Shoes and sandals must have closed toes and heels. Socks must be worn at all times for safety and hygiene reasons.
3. Hats, caps, headbands, bandanas, chains, and hip cloths are not acceptable and are not allowed in the building.
4. Hair must be neat, clean and trimmed to a moderate length as to not create a distraction. Boys' hair may not extend below a dress collar or be bound in any way.
5. Shirts must be tucked in. Only the top button may be unbuttoned.
6. Belts must be worn when pants have belt loops. Belts must be size appropriate and cannot hang in front of the body.
7. Uniforms for after-school organizations may be worn only on the day of the organized meetings.

Pagina adicional al libro de estudiantes
Escuela Primaria de Eagle Lake
Reglas de la ropa de estudiantes

Camisas
Camisa con cuello, botones en frente (modo de polo) o playera-con mangas largas o cortas. Camisas deben ser de un solo color, ningún dibujo o letras. Camisas con el logo de Rice Raider o el logo de la escuela son aceptados. Las camisas deben ser blancas, azul marino, o azul real.

Pantalones/pantalones cortos
Pantalones y pantalones cortos (shorts) deben de ser de la fabrica denim o twill. Deben sentarse bien, sin agujeros y no tan grande para el estudiante. Los pantalones de denim deben ser azul. Los pantalones cortos no deben ser mas corto que el punto del dedo mas largo cuando los brazos son a su lado. Pantalones y pantalones cortos deben ser azul marino, khaki tan, or el azul de denim.

Faldas/Jumpers
Las ninas pueden vestirse en faldas, skorts, o jumpers. No deben ser mas corto que el punto del dedo mas largo cuando los brazos son a su lado. Deben vestirse en pantalones cortos abajo de las faldas y jumpers, y deben ser del color mismo como la falda o jumper. Faldas, skorts, y jumpers deben ser de azul marino, khaki tan, o azul denim.

Sueters/Sweatshirts/Chalecos
Estudiantes pueden vestirse en sueters, sweatshirts, o

chalecos, si se sienten bien. Pueden usarlo durante el dia escolar. No pueden tener un dibujo ni letras. Sueters, sweatshirts, y chalecos, deben ser blanco, azul marino, a azul real.

Las guias siguientes de la reglas de Rice CISD son en efecto:

1. La ropa debe ser aseado y limpia en la aparencia y apropiado al genero del estudiante; por ejemplo, los muchachos no pueden llevar los aretes.
2. Todos los estudiantes usaran el calzado apropiado

para las actividades escolares. Los zapatos deben ser cerrado, y todos deben usar calcetines.

3. Los sombreros, gorras, vendas para cabeza, panuelos, cadenas, no son aceptables y no seran permitadas ser llevado en la propiedad escolar o a los eventos escolares.
4. El pelo debe guardarse limpio, aseado, y arreglado a una longitud moderada. El pelo de muchacho no puede extenderse debajo de un cuello de camisa o puede ligar de caulquier manera.
5. Las camisas deben de ir por dentro de pantalones.

Nada mas el boton arriba puede ser desabrochado de las camisa.

6. Deben usar los cinturones cuando los pantalones tienen cinchos. Los cinturones deben de ser apropiado y al a medida del estudiante, y que no cuele el cinturon.
7. Los estudiantes pueden vestirse en los uniformes (Boy Scout/Girl Scout) si hay una junta en ese dia.

Excepciones para estas reglas son dejadas para la discrecion de la directora de la escuela en situaciones rarars y situaciones extremas.

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Deadline
5 p.m.
Monday

1 Legal/Public Notices

CLASSIFIED DIRECTORY

28. Cars for Sale
29. Motorcycles for Sale
30. Repairs & Services
31. Hunting

Classified Advertising Rates

1 Week: \$3.40 per ad up to 20 words
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3 Weeks: \$3.00 per ad per week up to 20 words
15¢ per week each word over 20
4 Weeks: \$2.60 per ad per week up to 20 words
13¢ per week each word over 20

1 Legal/Public Notices

1. Public/Legal Notices
2. Personals
3. Lost and Found
4. Cards of Thanks
5. Miscellaneous
6. Entertainment
7. Child Care
8. Help Wanted
9. Work Wanted
10. Business Opportunity
11. Pets and Livestock
12. Farm Equip. & Supplies
13. Garage Sales
14. Articles for Sale
15. Articles Wanted
16. Office Space
17. Resort Rental
18. Apartments for Rent
19. Houses for Rent
20. Houses for Sale
21. Mobile Homes for Sale
22. Mobile Homes for Rent
23. Mobile Home Lots
24. Acreage for Sale/Rent
25. Real Estate
26. Real Estate Wanted
27. Trucks for Sale

1 Legal/Public Notices

STB No. AB-33 (Sub-No. 156)
NOTICE OF INTENT TO
ABANDON OR TO DISCONTINUE RAIL SERVICE
(REVISED)

Union Pacific Railroad Company ("UP") gives notice that on or after July 21, 2000, it intends to file with the Surface Transportation Board, Washington, D.C. 20423, an application for permission for abandonment of and discontinuance of service on a line of railroad known as the Bellaire Subdivision extending from railroad milepost 3.84 near Bellaire Junction in Houston to milepost 52.9 near Chesterville, a distance of 49.42 miles in Harris, Fort Bend, Austin, Wharton and Colorado Counties, Texas (the "Line").

The Line traverses U.S. Postal Service ZIP Codes 77005, 77006, 77027, 77036, 77042, 77056, 77057, 77063, 77072, 77081, 77082, 77083, 77098, 77401, 77423, 77434, 77435, 77441, 77450, 77469, 77476, 77485, and 77494.

The Line includes the stations of Bellaire Junction (milepost 6.2), Bellaire Team (milepost 7.3), Jeannetta (milepost 10.9), West Park (milepost 13.4), Alief (milepost 15.0), Quality (milepost 17.0), Codine (21.6), Fulshear (milepost 33.4), Simonton (milepost 38.4) and Wallis (milepost 44.8). No agencies exist at any of these stations.

The reasons for the proposed abandonment and discontinuance are (1) freight revenues on the line are insufficient to justify the costs of operation, maintenance and rehabilitation and (2) there is no reasonable prospect that traffic and revenues will increase sufficiently in the foreseeable future to justify continued operation of the line. Based on information in UP's possession, the line does not contain federally granted rights-of-way. Any documentation in the railroad's possession regarding this issue will be made available promptly to those requesting it.

This line of railroad has appeared on the system diagram map or included in the narrative in category 1 since April 1, 2000, filed May 8, 2000.

The interest of railroad employees will be protected as required by 49 U.S.C. 10903(b)(2).

The application will include the applicant's entire case for abandonment and discontinuance (case in chief). Any interested person, after the application is filed on or after July 21, 2000, may file with the Surface Transportation Board written comments concerning the proposed abandonment and discontinuance or protests to it. These filings are due 45 days from the date of filing of the application. All interested persons should be aware that following any abandonment of rail service and salvage of the line, the line may be suitable for other public use, including interim trail use. Any request for a public use condition under 49 U.S.C. 10905 (\$1152.28 of the Board's rules) and any request for a trail use condition under 16 U.S.C. 1247(d) (\$1152.29 of the Board's rules) must also be filed within 45 days from the date of filing of the application. Persons who may oppose the abandonment or discontinuance but who do not wish to participate fully in the process by appearing at any oral hearings or by submitting verified statements of witnesses, containing detailed evidence, should file comments. Persons interested only in seeking public use or trail use conditions should also file comments. Persons opposing the proposed abandonment or discontinuance that do wish to participate actively and fully in the process should file a protest.

Protests must contain that party's entire case in opposition (case in chief) including the following:

(1) Protestant's name, address and business.

(2) A statement describing protestant's interest in the proceeding including:

(i) a description of protestant's use of the line;

(ii) if protestant does not use the line, information concerning the group or public interest it represents; and

(iii) if protestant's interest is limited to the retention of service over a portion of the line, a description of the portion of the line subject to protestant's interest (with milepost designations if available) and evidence showing that the applicant can operate the portion of the line profitably, including an appropriate return on its investment for those operations.

(3) Specific reasons why protestant opposes the application including information regarding protestant's reliance on the involved service (this information must be supported by affidavits of persons with personal knowledge of the facts).

(4) Any rebuttal of material submitted by applicant.

In addition, a commenting party or protestant may provide a statement of position and evidence regarding:

(i) Intent to offer financial assistance pursuant to 49 U.S.C. 10904;

(ii) Environmental impact;

(iii) Impact on rural and community development;

(iv) Recommended provisions for protection of the interests of employees;

(v) Suitability of the properties for other public purposes pursuant to 49 U.S.C. 10905; and

(vi) Prospective use of the right-of-way for interim trail use and rail banking under 16 U.S.C. 1247(d) and §1152.29.

A protest may demonstrate that: (1) the protestant filed a feeder line application under 49 U.S.C. 10907; (2) the feeder line application involves any portion of the rail line involved in the abandonment or discontinuance application; (3) the feeder line application was filed prior to the date the abandonment or discontinuance application was filed; and (4) the feeder line application is pending before the Board.

Written comments and protests will be considered by the Board in determining what disposition to make of the application. The commenting party or protestant may participate in the proceeding as its interests may appear. If an oral hearing is desired, the requester must make a request for an oral hearing and provide reasons why an oral hearing is necessary. Oral hearing requests must be filed with the Board no later than 10 days after the application is filed.

Those parties filing protests to the proposed abandonment and discontinuance should be prepared to participate actively either in an oral hearing or through the submission of their entire opposition case in the form of verified statements and arguments at the time they file a protest. Parties seeking information concerning the filing of protests should refer to §1152.25.

Written comments and protests, including all requests for public use and trail use conditions, should indicate the proceeding designation STB No. AB-33 (Sub-No. 156) and must be filed with the Secretary, Surface Transportation Board, Washington, D.C. 20423, no later than September 5, 2000. Interested persons may file a written comment or protest with the Board to become a party to this abandonment and discontinuance proceeding. A copy of each written comment or protest shall be served upon the representative of the applicant, James P. Gatlin, General Attorney, 1416 Dodge Street, Omaha, Nebraska 68179, Telephone (402) 271-2158. The original and 10 copies of all comments or protests shall be filed with the Board with a certificate of service. Except as otherwise set forth in part 1152, each document filed with the Board must be served on all parties to the abandonment proceeding. 49 CFR 1104.12(a).

The line sought to be abandoned and discontinued will be available for subsidy or sale for continued rail use, if the Board decides to permit the abandonment and discontinuance, in accordance with applicable laws and regulations (49 U.S.C. 10904 and 49 CFR 1152.27). No subsidy arrangement approved under 49 U.S.C. 10904 shall remain in effect for more than 1 year unless otherwise mutually agreed by the parties (49 U.S.C. 10904(f)(4)(B)). Applicant will promptly provide upon request to each interested party an estimate of the subsidy and minimum purchase price required to keep the line in operation. The carrier's representative to whom inquiries may be made concerning sale or subsidy terms is James P. Gatlin, General Attorney, 1416 Dodge Street, Omaha, Nebraska 68179.

Persons seeking further information concerning abandonment procedures may contact the Surface Transportation Board or refer to the full abandonment or discontinuance regulations at 49 CFR part 1152. Questions concerning environmental issues may be directed to the Board's Section of Environmental Analysis.

A copy of the application will be available for public inspection on or after July 21, 2000 at each agency station or terminal on the line proposed to be abandoned or discontinued. If there is no agency station on the line (and there is none) the application shall be deposited at any agency station through which business for the line is received or forwarded, which is Union Pacific's National Customer Service Center, 210 N. 13th Street, St. Louis, MO 63103. The toll free telephone number is 1-800-877-5130, select option 2. Business hours are Monday through Friday, from 7:00 a.m. to 11:00 p.m. The carrier shall furnish a copy of the application to any interested person proposing to file a protest or comment, upon request.

An environmental assessment (EA) (or environmental impact statement (EIS), if necessary) prepared by the Section of Environmental Analysis will be served upon all parties of record and upon any agencies or other persons who commented during its preparation. Any other persons who would like to obtain a copy of the EA (or EIS) may contact the Section of Environmental Analysis. EAs in these abandonment proceedings normally will be made available within 33 days of the filing of the application. The deadline for submission of comments on the EA will generally be within 30 days of its service. The comments received will be addressed in the Board's decision. A supplemental EA or EIS may be issued where appropriate.

UNION PACIFIC RAILROAD COMPANY

4 Cards of Thanks

Our sincere thanks to all the people who sent flowers, cards, food, phone calls and money. Especially Dulany Funeral Home, Father Eddie Winkler, the Ladies of the Parish Hall who served the food, and especially your prayers.

May God bless each and every one of you.

The Family of
Andrew Joe Mendoza

Words of Gratitude
The family of Roosevelt Carson, Sr. wishes to express sincere thanks to friends for personal visits, words of consolation, phone calls, prayers and other expressions of love shown during our bereavement. Special thanks to Pastor Coby Shorter Jr., Program Committee, Providence Baptist Church family, the doctors of Rice Medical Center and the Heritage House.

The Family

2 Personals

To Anthony
Thinking of you; you're always in our prayers.
Love, Tia Nena & Mom

5 Miscellaneous

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Tax and the grim reaper

From the Office of Senator Kay Bailey Hutchison
"Our new Constitution is now established, and has an appearance that promises permanency; but in this world, nothing can be said to be certain, except for death and taxes." Benjamin Franklin, 1789

Benjamin Franklin would no doubt be appalled, but not surprised, to see how those two certainties have come together to put an onerous burden on countless American families.

The estate tax, or death tax, hits people when they are down. It breaks up family farms and businesses. It slows the economy by diverting resources that would otherwise be available for investment, and it stifles job creation.

Bad economic policy aside, there's no getting around the fact that the estate tax is confiscatory. Assets subject to this tax already have been taxed-first when the money is earned, and again when it is invested.

The result of this very selective double and triple taxation is troubling: only 30% of all family-owned businesses are passed down to a second generation, and only 13% reach a third generation, because the current tax forces owners-heirs to sell the farms and businesses, whole or in part, to pay the tax. One study found that 77% of family businesses that entered bankruptcy had filed after the unexpected death of the founders.

We've all heard the sad stories about sons and daughters who have had to sell their parents' family farms in order to pay the death tax. But Texan David Langford's family history illustrates another downside to this tax: how it can stymie environmental conservation efforts.

This is a story seldom told, but one that unfolds all across Texas many times in any given year.

Langford, who is executive vice president of the Texas Wildlife Association, calls the estate tax the "No. 1 destroyer of wildlife habitat in this country."

Before his mother died, she and her son did everything they could to protect and conserve their land in the Texas Hill Country. At the same time, they paid a small fortune to accountants, tax attorneys and estate planners to avoid catastrophe. But all the planning in the world couldn't help when the tax man came calling.

Langford's mother died in 1993. Because the land had increased so much in value, he had to sell nearly everything she owned, including her house, and nearly everything he owned, including his house, to pay the estate taxes and keep part of his family's land.

But even that wasn't enough.

He and his wife had to take out a 35-year loan from the Federal Land Bank to pay the rest of the taxes.

By now, the value of the land has increased so much (See Hutchison, Page 10)