

CONGRESS | FROM 1A

\$10B over 5 years for Amtrak remains unfunded

chairman of the House Subcommittee on Highways and Transit, said the bill will help Missouri deal with deteriorating infrastructure.

"It means crumbling bridges are rebuilt, potholes are filled, and road construction projects get done faster," Graves said.

The Senate passed the bill Thursday afternoon, hours after the House acted.

Sen. Dick Durbin, D-Ill., was a member of the conference committee and hailed the bill as an important step forward for "job-creating infrastructure." He said support for Amtrak funding will give certainty to the nation's passenger rail service.

Sen. Mark Kirk, R-Ill., said the transportation bill included his legislation to reopen the export-import bank "so American manu-

facturers and workers can compete against our foreign competitors on a level playing field."

One hallmark of the bill is the creation of new programs to focus federal aid on eliminating bottlenecks and increasing the capacity of highways designated as major freight corridors. The Transportation Department estimates the volume of freight traffic will increase 45 percent over the next 30 years.

A big shortcoming in the bill, though, is how it's all financed. The main source of revenue for transportation is the trust fund, which comes mostly from the 18.4-cents-a-gallon gasoline tax. That tax hasn't been raised since 1993 even though transportation spending has increased. But raising the gas tax is viewed by many lawmakers

as too politically risky.

To make up the shortfall, the bill uses about \$70 billion in mostly budget ploys, including one that would move \$53 billion from the Federal Reserve Bank's capital account to the general treasury. It's counted as new money on paper, but is actually just a transfer of funds from one government account to another, federal budget experts said.

Other items in the bill also don't include the means to pay for them, including more than \$10 billion over five years for Amtrak and other rail programs, \$12 billion for mass transit and \$1 billion for vehicle safety programs. The money for those programs remains subject to annual spending decisions by Congress.

Among the bill's losers are large banks, which

would receive lower dividends from the Federal Reserve, with the savings used for transportation programs. Banking officials complained that banks shouldn't be asked to foot the bill for highways and bridges.

It also directs the sale of 66 millions of barrels of oil from the Strategic Petroleum Reserve in order to raise \$6.5 billion. The catch is the sales don't start until 2023 — three years after the transportation bill it helps pay for has expired.

The trucking industry was able to persuade lawmakers to order the government to remove trucking company safety scores from a public website despite opposition from safety advocates.

**Herald-Whig Senior Writer
Doug Wilson provided
information for this story.**

CLOSE | FROM 1A

Army of SWAT vehicles lock down perimeter

Dietrich, who lives in Quincy.

Dietrich let them know that he was OK and that he was never in any danger.

He was unable to return Wednesday night to the hotel he was staying in because it was inside a perimeter where police were searching, so he wound up staying in a different hotel. He was able to get back into his original hotel Thursday.

Dietrich said no one at

his plant was affected by the shootings.

"People kind of went back to their day-to-day lives," Dietrich said. "The traffic is still the same. This is a manufacturing town. People just went back to work."

"It was insane seeing all of the (emergency) cars. When I was driving home (Wednesday) night, I saw an army of SWAT vehicles. That was kind of weird."

{ LOCAL BRIEFS }

By THE HERALD-WHIG STAFF

HANNIBAL, MO.

Funeral home hosting candlelight memorial service

The James O'Donnell Funeral Home will host its annual Candlelight Memorial Service at 2 p.m. Sunday.

The service is free and open to everyone. The funeral home is at 302 S. Fifth St.

At the ceremony, loved ones' names will be read and recognized with a keepsake ornament provided by the funeral home. To reserve a space, call 573-221-8188.

Father Mike Quinn of Holy Family and the Rev. Tim Goodman of Clover Road Christian Church will lead the service. Clover Road Christian Church will provide music.

QUINCY

Christmas concerts feature QU choirs

The choirs of Quincy University will host two Christmas concerts Sunday titled "The Light of Christmas." Concerts are from 3 p.m. to 7:30 p.m. at the Connie Niemann Center for Music, 18th and Seminary Road.

The concerts feature songs about the Star of Bethlehem, candlelight, firelight and Jesus as the Light and Savior. The choirs are under the direction of Amy Stollberg, instructor of music and coordinator of the Music Program. The band will be accompanied by pianists Laura Kammerer and Matthew Cornwell.

Concerts are free to attend. For more information, contact Amy Stollberg at stollam@quincy.edu or 217-228-5090.

PALMYRA, MO.

Driver testing relocated for holiday

Captain James E. Wilt, commanding officer of Troop B, Macon, announces no driver testing will be conducted Dec. 24 at the Palmyra Driver Examination station due to the Marion County Courthouse being closed. Testing will be conducted at the Hannibal Driver's Examination Supersite at 4725 Ready Mix Road, Hannibal. Hours of testing will be 8 a.m. to noon and 12:30 p.m. to 4:30 p.m.

PITTSFIELD, ILL.

Deadline nears for Pike County grants

The Pike County Funding Advisory Board for the Local Accommodations Tax is set to take grant applications for projects in 2016, with funds to come from the 4 percent local tax that is collected from rooms let in the county. The board is responsible for administering the funds collected and awarding projects funds within the county.

A full application is available on the Pike County Economic Development Corporation Website at pikeedc.org or by emailing pikecoifundingadvisoryboard@gmail.com. Applications will be accepted electronically or by mailing to the Funding Advisory Board in care of the Pike County Clerk's office. The deadline for this round of applications is Thursday, and all applications must be received by that date to be eligible for consideration. Those submitting applications will need to be available for a one-on-one meeting with the Funding Advisory Board, tentatively set for 6 p.m. Dec. 16.

For any questions concerning the application process, contact Jonas Petty at 217-248-6196.



Rev. Chuck Hetzler leads a Thanksgiving service Wednesday at First Union Congregational Church. The church will be celebrating its 185th anniversary in early December. | H-W Photo/Michael Kipley

MILESTONE | FROM 1A

Church's first building was 22-by-26 foot barn

a population of 400 souls come to Quincy and organize a church."

The Rev. Asa Turner Jr., a young theological student at Yale, was the man who eventually answered that call. Turner and his bride, Martha, came to Quincy in November 1830. About a month later, Turner and 13 other men and women organized a "Christian fellowship" in a log cabin on the southwest corner of what is now Fourth and Maine streets. That body of believers formed the nucleus of what became First Union.

During the first year, church services were held in homes and inside the courthouse. A meeting house was eventually built on Fourth Street between Maine and Jersey, a structure that measured 22 by 26 feet. The facility resembled a barn and ultimately picked up the nickname "the Lord's Barn." There is a commemorative plaque erected today at that site, detailing the church's early days.

In the coming years, the church found itself relocating to several different venues, even splitting

at one time, but by 1868 it had bought land at 12th and Maine and for the first time was officially known as First Union Congregational.

By 1873, a new building was ready. It was then that the church did away with a popular practice of the day, the bidding or purchasing of pews, which allowed certain families the right to always sit in certain seats.

The new church building was of Gothic Revival design, which members opted to get rid of in 1968 when much of the facility was razed to make way for another new building. Almost two years later, in March 1970, the current Colonial New England-style church building was unveiled.

Since Hetzler's return to Quincy, his enthusiasm has not gone unnoticed.

"Chuck is a great young guy with a great vision," said the Rev. Bruce Rice, who filled in as interim pastor before Hetzler's arrival and has been part of an informal committee helping with church planning. "There will be a lot of new things continuing to come out of First Union

Congregational Church."

Originally, Hetzler and his family had no intentions of returning to Quincy and agreed to an interview out of courtesy to some local friends. He was satisfied where he was and had grown to enjoying life in a large, metropolitan environment.

Hetzler returned to Quincy after serving the New York City Christian Union, a nondenominational ministry that provides high-level direction for a network of Christian leaders. Part of Hetzler's duties included planning, supervising and executing programs and events to minister to professionals in New York City and helping them with their own spiritual journeys.

Among the programs and services he helped start were additional Sunday school classes, mid-week prayer groups, and men's and women's Bible studies. He has brought many of those same kind of ideas to First Union.

Hetzler said he eventually felt a calling to return home and become a part of a new chapter in First

Union's history.

"It's easier to start a church than to resurrect a church," he said.

This week at First Union, its congregation is celebrating both.

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