

# B-CS traffic—double by '85

By LYLE LOVETT

**Battalion Staff**  
Shades of the big city: Traffic congestion in Bryan-College Station is going to get worse before it gets better.

Traffic is expected to double in some areas of the city by 1985 and unless transportation improvements are implemented, driving from one end of town to the other will be a slow and tedious process.

"If you think traffic congestion is

bad now, just look at what's going to happen in '85," said State Highway Engineer D.D. Williamson to the Bryan-College Station Urban Transportation Study Steering Committee Thursday.

The committee, made up of officials from Bryan, College Station, Brazos County and Texas A&M University, has been discussing a mass-transit system for the last four years as a way to help ease congestion.

"The biggest problem with the two cities needing public transportation," Williamson said, "is how to own and operate it."

He said that a mass-transit system in Bryan-College Station would operate at a deficit of approximately \$200,000 per year. Half of the deficit would be federally funded and the other half would be funded by the two cities. Law requires, however, that only one city be initially responsible for the deficit.

Williamson said that neither city has been willing to assume that responsibility.

"Based on costs involved," Mayor Richard Smith of Bryan said, "needs and goals of the cities are very different. I'd love to have one, but to be realistic with problems that we're facing in other areas, I don't think it's possible."

Smith did, however, encourage another meeting of the two cities to discuss the mass-transit plan further. As a compromise to a "portal to portal" transit system, he suggested a commuter-type bus system with parking areas at which residents could meet buses.


Mayor Lorence Bravenec of College Station suggested that Texas A&M University stagger office hours to help lighten traffic.

Williamson said one traffic improvement already under way is a computer system to control traffic lights at intersections around Texas A&M. The computer will monitor traffic and adjust signal timing accordingly. He said the system should be ready for installation during the summer.

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# Iranian students finally get clearance to head for home

**United Press International**  
GRAPEVINE, Texas — About two dozen angry Iranian students, earlier barred from a flight to London by British immigration restrictions, Thursday secured the necessary tickets to France required for passage through England enroute to their homeland.

Braniff International spokesman Mike Kaeser said the 25 Iranians would board a flight to England at 6:45 p.m. CDT. "They'll be holding their tickets to Paris when they land in London and will immediately board a Caledonian flight to France where, we are told, they will be accepted," the Braniff spokesman said.

The students and some 200 friends and relatives jammed a Braniff International boarding terminal for a flight to London Wednesday but were denied standby status.

According to Braniff, the British government announced it did not want any Iranians to arrive in England unless they had confirmed passage to another country.

"We received an order from a government that we serve," Braniff spokesman Jere Cox said. "We had to refuse them (the Iranians) transportation."

The Iranian students then began an impromptu demonstration which became quite vocal, but remained peaceful. They also began arguing with Braniff employees, refused to leave the airport until they were either given passage or the aircraft left without them.

The plane departed at 10 p.m. and the Iranians spent the night at nearby hotels hoping to be able to find passage to a European country.

Thursday morning, all the Iranians secured tickets to Paris.

The students complained Braniff gave them no advance warning that they would be barred from the aircraft. Several students said they had vacated their Dallas apartments and

spent most of their money chasing the tickets to find had no where else to go.

"Most of us have been come home by our parents, Sereydon Sanjaghi. This chance to return. We can our countrymen. The one at an economic standpoint can help.

Another student, who to give his name, said the students were attempting to go to Iran to help welcome a religious leader Ayatollah meini, who was expected turn this week in the absence of the shah of Iran — forced the country by rioting.

"We want to be there to our religious leader is going," the student said. "We can stop us now. No one is this revolution."

Braniff offered overnight accommodations at nearby hotels for the students, but they rejected it and stayed at the airport, said.

## Electronics pollute, too

### CB-TV interference common

**United Press International**  
WASHINGTON — A new kind of pollution — electronic — appears likely to increase during the next few years as the number and kind of space age computers and other gadgets grow.

Many consumers are already familiar with interference from citizens band radio transmissions, which can show up as patterns on television screens or outright voice cut-ins on stereos and radios.

The automobile industry is worried about the impact of radio and microwave emissions on sophisticated electronic systems in cars. For example, a fancy electronic fuel injection system in a car could be shut down by a transmission from a passing car equipped with a CB radio.

The National Bureau of Standards and other sources say some cases documented so far border on the unreal: music coming from a bathroom medicine chest; a huge oil refinery shut down for the day because a hand-held two-way radio signaled the automated equipment to stop working; music from a local radio station emerging from a kitchen toaster; an electric organ hitting more than a few sour notes because of intervening radio signals.

On a recent visit in Illinois this reporter encountered another radio broadcast, apparently "ham" operator or perhaps company dispatcher — over the telephone line which was being made. In this case the telephone was equipped with a device to increase the for a hard-of-hearing person that may have made it easier radio transmissions to be picked up.

Both the Electronics Industries Association, a trade group of Laboratories say interference telephone voice conversations, rare, but it can happen. If corrected, they said, by a telephone company, which stall a filtering device.

Similar problems involving radio interference with TV and stereo sound can also be corrected easily in many cases by the installation of filters. The Federal Communications Commission has published a handbook for consumers how to identify and correct such interference.

The book, "Radio-TV Interference Problems," is \$1.50 per copy. Consumer Information Center, Pueblo, Colo., \$1009.

The FCC recently began inquiry into radio frequency interference. The agency has asked industries involved and the what the government's role be and how big the problem is.

The standards bureau, which said "electromagnetic interference primarily in the radio and crowave ranges of the spectrum becoming more common as sources of radio and microwave emissions increase and as more electronic products, including things as home computers, enter the market."

A bureau spokesman said interference participants agreed they plan currently that ensures electromagnetic compatibility of products. The spokesman said expert warned the meeting the United States "is on the threshold an electronics revolution and problems will pale beside the be encountered in the 1980s."

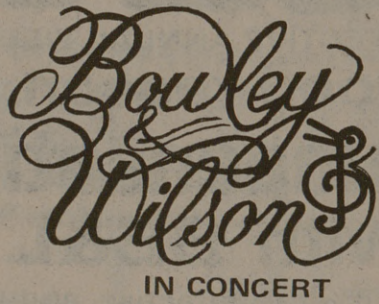
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