

# Thumbing Champ Continues Tale Of Holiday Trip

By Larry Jerden

EDITOR'S NOTE: Yesterday we left A&M's greatest hitchhiker, Battalion sports editor Larry Jerden, as he stood in "the darkest spot on the face of the earth" waiting for another ride. His report on his trip home for Christmas continues today.

I stood there for 20 minutes, with less than one car every five, and a truck now and then to blow me over. The longer I stood there, the better the idea sounded of spending the night with the doctor . . . but it was too late for that, and I was seven miles from Minden, the nearest town.

At 8:15, a big Mack slammed to a halt, backed up, and I scampered into the warm, if noisy cab.

The driver, and owner of the truck, was Frank Dawn of Dallas. He was hauling produce from Dallas to Monroe, was going to unload there and go on down to New Orleans to pick up a load of bananas to sell in Big D. An independent trucker, he figured he could make \$600 on this two-day trip.

We'd been hauling down the highway for half an hour when we spotted a Comet stuck in the mud on the side of the road, about ten yards from a 30-foot drop to the swamps. Dawn stopped the truck and we got out to help.

We pushed, pulled, strained and tried just about everything we could, but the little car was in to its axle and we didn't have a chain. We finally took the driver, a young airman from Big Spring on his way to Florida, to the next town and let him off to call a wrecker.

Before letting me out in Monroe, Dawn gave his opinion of the war.

"I was in the 82 Airborne in WW-II, and I say either send in enough men to win, or bring our boys home."

My seventh ride was across Monroe with Glen McAdams, a freshman at Northeast Louisiana State, majoring in BA. He is a student in the day and works at night, and he says, just doesn't think about the war very much.

At 9:20, I was back on the road, standing on the outskirts of town. Cars were passing pretty regularly, and no one seemed interested in picking up a guy in uniform that night. Finally I noticed a car with Texas plates slowing down, but it was just to pull into the filling station a few yards down the road. I went back to thumbing it . . . but I looked back . . . a fellow Texan . . . hmmm.

Why not? All he can do is say NO. He was getting ready to leave when I rushed up to him.

"You from Texas?"

"Yep."

"Got anything against giving an Aggie a ride?"

"No, hop in!"

I went back and got my bag, and after introducing myself, settled back in the soft seat for a long, comfortable ride.

A. F. James, a truck line owner, was on his way to Birmingham, Alabama, and while he was going to make a couple of stops along the way, the prospect of one ride all night was the best I'd had yet.

He seemed thankful for someone to talk to, and he began telling me of his days in the oil fields, and how he rode the freight trains.

"I worked for weeks on an oil rig once, back in East Texas, during the depression, and saved all my money in a sock. I was going to save up a pile and make a grand homecoming, show my folks how good I'd done on my own. I was about 20 at the time."

"After saving up a few hundred dollars, I decided that the next day I'd go home. That morning I woke up, fixed all my things to leave, and went to work on the rig for the last time."

"But when I got in that evening to pick up my things, I knew what had happened. My money was gone!"

"All the fellows knew who did it. There was this no-good that hung around the camp. All my buddies went into town that night lookin' for him, and we knew what to do when we found him, too. But we never found him."

"So, the next morning, I packed what I had again, and, since I knew the train schedule . . . freight that is . . . I hopped this one. See, our camp was by a big hill, and that train could just barely pull it, so it was just going 'bout two miles and hour and you could just step on it. The train people didn't care, either."

"When I got home, the train went right in front of the house, I was gonna hop off, run to the garage and wash up, change, and walk in looking real nice for my folks."

"Well, the train wasn't going very fast, but faster than I thought, and when I hopped off, I ran a few steps, lost my balance, and fell head over heels into a big, muddy drainage ditch."

"That wasn't so bad, 'cause I could still sneak around to the side of the house and change, but, as I picked myself up out of the mud, there was mom and dad sitting on the front porch, laughing so hard tears were coming down their face. That was the end of my train hopping."

"But nowadays everybody has everything handed to them. We're gettin' too soft, that's the trouble with this country."

"Now the trouble in Viet Nam is that we don't know what's going on enough here at home. I'm not for Communism, but I'm not for the way we're doing it over there, either. But I'm not a quitter, so I think we ought to do a good job and get it over with."

His '61 Buick was heavy, fast and quiet, and the only way we could tell miles and time were passing was the way our eyelids began clicking together. At 11:15 we stopped in Vicksburg, Mississippi for a snack, then drove through light fog till one in the morning. At 1:15 we stopped for coffee, and 15 minutes later I got behind the wheel and drove the 65 miles to Meridian in a little less than an hour, fighting rain, fog, and sleep.

McAdams has a station of his truck line in Meridian, and was transferring one of his truck drivers, Harmon Hasher, to Birmingham. After having the car serviced, and while McAdams and I slept, Hasher took over the driving and we pulled out of Meridian at 3:25 a.m. Hasher drove to the iron and steel capital of the South. After McAdams bought breakfast for us all, and I had my first grits in about three months, they let me out on the street.

I stood there from 6:30 to about 6:35 when Bill Jordan, a machinist in the city, sped up in his '66 Olds 4-4-2 and had me across the length of the city in what is probably near record time. He knew an Aggie once, and recognized my uniform. He had me out on the outskirts of the city by 7:15, where I stood for 15 minutes in light rain.

A '50 Ford whisked by, made a U-turn on the slick four-lane street, and came back to give me a ride out into the country a few miles. Milford Simmons, the driver, was on his way to work where he runs a Texaco station just out of the city limits.

Five minutes later I was on the road again, and after an equal length of time on the road side, a '63 Valiant made a rapid stop. After the driver shifted his luggage around in the back I tossed my heavily-laden B-4 on the seat and piled in the front.

Lt JG Martin Chandler was on his way to Roanoke, Alabama where he is a CPA for the Marent Corporation when he is not on active duty with the Navy. He quickly gave his opinion of the war, the state of the nation, his Christian faith, and the role he hopes to play in all of it.

A graduate of the University of Alabama, he described himself as a strong anti-Communist.

"I think we're doing the right thing in Viet Nam, but we should win the war to defeat Communism, not use it for political purposes. We are in a death struggle and this thing Communism has got to be stopped," he said.

He swung his Valiant off the road at a crossroads where he was to turn off, we shook hands, and at 8:35 I was again out in the cold.

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# Cyclotron Heads List Of Campus Projects



CAMPUS CONSTRUCTION TOTALS \$26.5 MILLION

Workman crosses huge hole next to the A&M University Press which is part of the \$26.5 million construction project underway on campus. The site will house the new University Services Building which will include the offices of University Information and Student Publications. Other major projects started are the expansion of Cushing Memorial Library, the Cyclotron and Biological Sciences Buildings.

By DANI PRESSWOOD  
Battalion Staff Writer

Texas A&M's \$6 million cyclotron heads 12 projects on campus totaling \$26.5 million under construction now or in the near future, said Dean of Students James P. Hannigan.

The 88-inch variable energy cyclotron, which will occupy a 10-acre site at the corner of Spence Street and Farm Road 60, is expected to be the largest in the South. It is due to be completed next January.

The \$3.6 million expansion of Cushing Memorial Library has closed travel on Roberts and Hubbard Streets from the Agriculture to the Academic Building.

The four-story addition will adjoin the present structure and double its volume capacity to 1,000,000 books. Expected to be finished by November of 1967, the library will provide about 200,000 square feet.

The largest toxicology laboratory in the nation will be constructed south of Farm Road 60 across from the College of Veterinary Medicine. No date has been set for its completion.

The \$3.6 million laboratory will consist of a main one-story building and 12 smaller outbuildings. Most of its research activities will be devoted to pesticides and insects affecting livestock.

A Space Science Center and Data Processing Center addition are under construction on the eastern side of the campus. The \$2.25 million space center will house A&M's activation analysis laboratory, other space-related research facilities, sections of the Institute of Statistics and the DPC additions.

Other facilities in the building are designed for plasma physics research; space life sciences section; space structures research for strength of materials for capsules; space electronics research; and space chemistry research.

The large excavation across from Cushing library is the beginning of a \$2.75 million addition to the Biological Sciences Building.

The four-story expansion will provide increased facilities for research and graduate studies. The building will house laboratories for research in bio-zoology, micro-biology, bio-chemistry and marine biology in addition to radiation laboratories in the basement.

Other construction projects are a \$1 million Services Building

to house all University information and publications; a \$2.5 million Veterinary Medicine Sciences Building addition; a \$1 million Veterinary Medicine Hospital addition; and a \$3 million project calling for the renovation of Guion Hall, air conditioning of G. Rollie White Coliseum and the addition of a new wing to the Memorial Student Center.

Future plans also include air conditioning and remodeling the Engineering Building and construction of six new dormitories in the Duncan Hall area.

Increased parking space is also called for to facilitate the expected enrollment increase.

# Pulitzer Prize Correspondent To Speak Here

Pulitzer Prize winning correspondent Eddy Gilmore of the Associated Press will speak Thursday at 8 p.m. in the Memorial Student Center Ballroom.

Gilmore captured journalism's highest honor in 1947 for his story of an interview with Soviet Premier Joseph Stalin at the start of the Big Four talks. He won Headliner and Sigma Delta Chi awards for best foreign correspondence in 1946.

"Creeping Capitalism in Russia" is Gilmore's topic. His visit is sponsored by the MSC Great Issues Committee.

Great Issues Chairman Tom Tyree said Gilmore's talk will be no dry recital of economic changes, but an entertaining description of how capitalism is gaining new strongholds within the Soviet system.

Gilmore joined the AP in 1935 and began coverage of the Soviet Union in 1942. He met a Russian ballerina in Moscow and married her in 1943 despite a hassle with Soviet authorities. They have three daughters, all American citizens.

More recently, Gilmore has reported foreign news from AP headquarters in London.

Gilmore's autobiography, "Me and My Russian Wife" was a best seller. He followed with a novel, "Troika", and recently a lively account of his return trip to Russia with his wife in 1963: "After the Cossacks Burned Down the 'Y'."

# 'Stale Air Taxi' Crew Runs Unique Car Pool

Three Texas A&M employees have been riding to work together for almost 35 years in a "stale air taxi."

They are charter members of a unique car pool which began in the early 1930's. Uniqueness stems from the fact that members of the pool buy vehicles expressly for transportation.

Steve Visoski, physical plant accountant and 40-year employee, is "pilot" of the pool's "taxi." Co-pilot is fiscal office accountant H. C. Hertel, with 39 years at

Aggeland. The other charter member is Frank Nedbalek, Texas Forest Service accountant and 36-year employee.

Visoski cranks up the General Motors Corp. carryall about 7:25 every morning at 400 West 30th in Bryan. Nedbalek, who lives just across the street, is the first passenger.

Along the 7-mile route, he picks up William A. Norman, administrative assistant for the Texas Forest Service, a 38-year employee; W. D. Locke, fiscal plant office manager; Miss Barbara M. Rucht, Agricultural Extension Service accounting assistant, and sometimes Mrs. Mary E. Parrett, Agricultural Extension Service stenographer.

Charter members pay \$4 monthly, riders \$5. With these funds, Visoski pays for gas and oil, a campus parking sticker, license plates, insurance for the group and puts the surplus into a fund to buy a new vehicle.

C. C. Edge of Bryan originated the pool with an ancient Chevrolet. Then came an Oldsmobile. The pool mushroomed until five men were riding in the back seat. To solve the problem, an old Dodge transport was purchased for \$300 in 1947. It was replaced in 1955 by the present GMC carryall.

As members dropped out of the pool for one reason or another during the years, they received partial refunds from the surplus.

Pool rules are simple and problems are few. Everybody sits in the same seat they have occupied for years by force of habit. Despite two vacant seats now, the vehicle is still equipped with a canvas stool for an extra rider.

One minor accident involved the "stale air taxi" several years ago. A little sports car hit the carryall in the rear wheels on a

foggy day. Nobody was injured, however.

Nedbalek recalled that a former A&M president, Gibb Gilchrist, rode as a guest in the vehicle when his car would not start.

"After that," Nedbalek said, "we put up a sign saying 'Gibb rode here'."

Asked about the probability of buying a new vehicle, Nedbalek quipped, "We like this one. We are going to ride 'er 'til she quits."

# Political Clubs, Defacings Top Student Senate Agenda

By MIKE BERRY  
Battalion Staff Writer

The Student Senate will consider Thursday proposals concerning operation of political clubs on campus and acts of vandalism to campus buildings.

Senate President Roland Smith said the group will also appoint a committee to study the organization and administration of Student Publications and recommend possible changes.

The Senate will send to the Administration a recommendation dealing with the need to "govern the attempts made by students . . . to paint, deface or destroy property," and seeking, "an agreement . . . with the member schools of the Southwest Conference."

The recommendation is being distributed to the athletic directors of member colleges of the Southwest Conference, and to administration officials. Dr. Chris Groneman will present the Senate proposal to the spring meeting of the SWC Faculty Commit-

tee.

A statement formulated by the Issues Committee defining the scope and procedures of political clubs on campus will be presented at the meeting for approval.

The statement recommends that "political clubs . . . be allowed on campus under the same procedure as any other student organization."

The conditions for their admittance would be: approval of the Dean of Students, an approved faculty or staff sponsor or advisor, the filing of a constitution or statement of purpose in the Student Center Finance Office, and the deposition of organization funds in the Finance Office.

Because of their nature, further procedural limitations will be placed on political clubs. Speakers will be subject to the approval of the Dean of Students, but this approval will not be withheld because of an individual's political beliefs.

Solicitation of funds will be permitted, with the approval of the Dean of Students, during registration outside Shiba Dining Hall and in the Memorial Student Center campaign area on the corner of the Guion Hall block.

No campaigning or demonstrating of any form will be allowed, however. The final qualification of the statement reads, "These rules shall not be used to prohibit campaigning or rallies held off campus—in fact, an organization of a double nature is advisable. It could meet and recruit on campus, but hold its rallies and campaign speeches off campus."

After the Senate vote, copies of the resolution will be submitted to the Executive Committee, the President and the Board of Directors.

The committee that will examine Student Publications will include polls in their study to determine attitudes of the student body to present Student Publication procedures.