

3 Productions Set For Fallout Theater Friday Night



Three plays are on the agenda for Friday night in the Fallout Theater-Workshop.

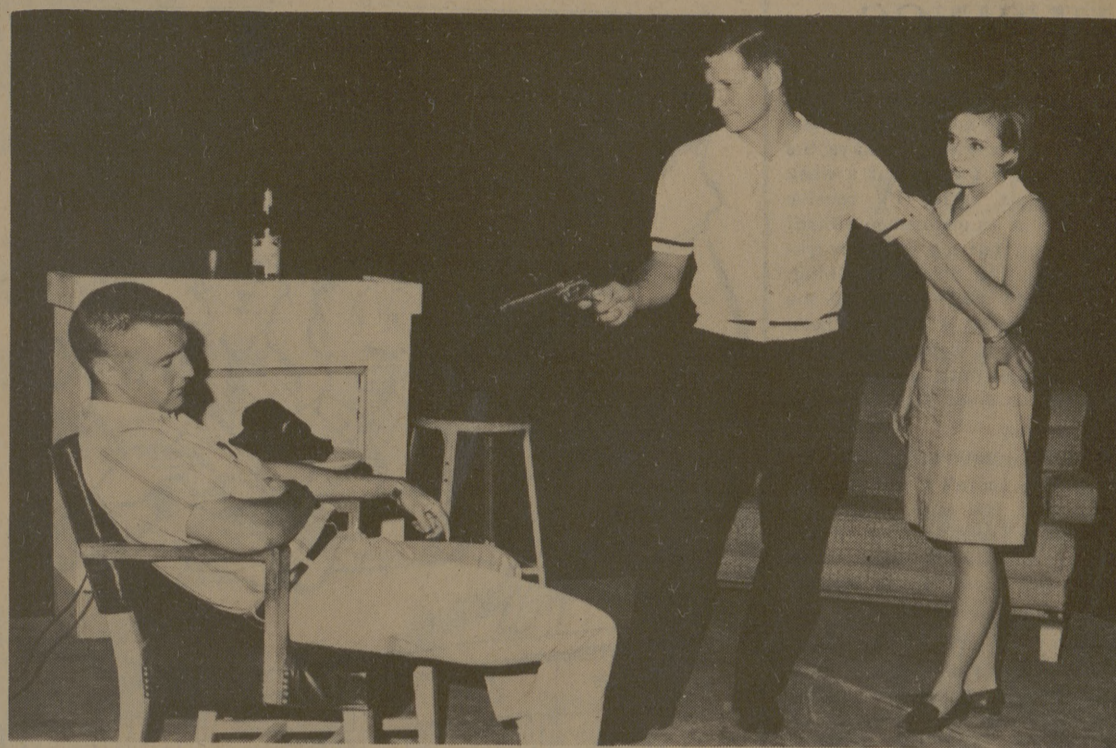
"The Return," written by A&M student Fred Rich, will be directed by John Trott. The cast includes Diana Weirus, Larry Kirk and Trott.

Second on the program is "The Lottery," written by Shirley Jackson and directed by Gerald Garcia. Featured in this play are Bill Lero, Sammy Lebello, Britt Martin, Andy Tijerina, Herky Killingsworth, Scott Marable, Trudy Adams and Ann Spivey.

Also appearing are Patricia Hill, Butch Baldrige, Roger Killingsworth, Tom Morgan, Jody Worsham, Jim Baily, Jim Davis and Charles Jageler.

"The Clearings," written and directed by Virginia Patterson, will conclude the evening's entertainment. Bernest Evans, Miss Patterson, Larry Baugh, Louis Wommer, Don Hastler and Rob Cook make up the cast.

Curtain time is 8 p.m. Admission is fifty cents. The Fallout Theater is located in the rear of Guion Hall.



"THE CLEARINGS" ... cast members are, from left, Louis Wommer, Larry Baugh, Bernest Evans, Don Hastler and Virginia Patterson.

"THE RETURN" ... cast members are, from left, John Trott, Larry Kirk and Diana Weirus.

The Battalion

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"THE LOTTERY" ... part of cast are, from left, Trudy Adams, Ann Spivey, Pat Hill and Tom Morgan.

Skillman Joins B&U As Deputy Director

Retired Corps of Engineers Col. Charles Spencer Skillman joined Texas A&M's Buildings and Utilities Department as deputy director.

Skillman, 52, will direct production and distribution of all utilities, announced physical plants director Walter H. Parson.

The retired colonels have been acquainted 20 years and worked together at the Fort Belvoir, Va., engineer school.

"I consider Charley one of the finest officers in or out of the service," Parson said. "The university is very fortunate to get him in this capacity."

With the Corps of Engineers, the New Jersey-born officer was logistics director for the Army Test and Evaluation Command at Aberdeen Proving Grounds, Md. He was in charge of facilities, procurement, services and instrumentation.

Skillman entered the Army Reserve in 1936 and went on active duty in December, 1940. He served in the Burma-China-India theatre during World War II. The 26-year veteran was senior engineer advisor for the Korean Army, and served in several engineer school posts, director of an Engineer Research and Development Laboratory department and commander of the Engineer Maintenance Center in Ohio, among numerous assignments.

The logistics expert holds membership in Tau Beta Pi, national army engineer society; the Society of American Military Engineers of which he is past president and the American Section of the Permanent International Association of Navigation Congress (rivers and harbors work.)

Air-Conditioning Boom To Hit Campus Soon

Texas A&M will have 55 air-conditioned buildings when projects approved by the System's Board of Directors are completed.

Installation of chill water lines to G. Rollie White Coliseum and east dormitories will initiate projects. Physical plant manager W. Howard Badgett estimates work will begin within a month.

About 5,500 feet of two 14-inch insulated steel pipes will be buried four feet deep alongside Military Walk, Houston Street and Joe Routh Boulevard. Along with 2,000 feet now installed to cyclotron, civil engineering and geology buildings, lines to go in to service almost doubles campus chill water line circuits, Badgett's figures show.

Water at 42 degrees temperature is produced at A&M's power plant. The operation utilizes five 1,000 ton cooling units.

Three new units to carry additional cooling loads are being planned, revealed chief plant engineer James C. Redman.

The 260,000 gallon system chills the water and pumps move fluid at 1,800 gallons a minute to prevent soaked collars, frayed nerves and increase work capacity. Water returns at 56 degrees after going through coil and fan units.

"I expect few people know campus air-conditioning comes from this building and how it is produced," Redman said.

Absorption units evaporate a lithium bromide solution, spraying it over water pipes to draw out heat. About 400 kilowatts an hour is required to operate each unit at 20 pounds steam pressure.

Largely automatic, the system requires only 1½ hours of an operators' eight-hour shift. Time is spent logging, oiling and cleaning equipment. Maintenance problems are few.

"The secret of an absorption unit is keeping it under vacuum," Redman noted. When air leaks in, which has happened six times since 1958, water boils off and solution solidifies.

"We close off water, shoot steam to the chamber and break up the lithium bromide, circulating water at intervals to get it going again," Redman said. "Usually, it takes an hour or two to clear up."

Solidification doesn't cause loss of air-conditioning. Temperatures may rise slightly, but functioning units carry the load. The trouble-free operation includes workmen who run the 40-foot long, 20-foot high double barrelled units.

Five rotating shifts of four men run the plant that produces power, steam, domestic hot

water, heating, cooling, compressed air and tap water. Work under stationary engineers Francis Arnold, Eugene Lenz, Loss Warlick, Douglas Lewis and T. L. Calvin assure that refrigerators stay within load limits. Each unit averages 800 tons an hour. Space is available for the three planned units.

system, plant production of cool water must be stepped to meet demands.

Power plant personnel know how to play the game coolly.

Room Reservations Now Available

Students who will attend the second summer term should report to the Housing Office and sign up for rooms, said Allan M. Madeley, Housing Manager.

The following schedule starting at 8 p.m. through 5 p.m. should be followed:

Today through Tuesday students who wish to reserve the room they now occupy should sign up.

Wednesday through June 15 students who wish to reserve a room other than the one they now occupy may sign for rooms on a first come, first served basis.

Male single undergraduate students are required to live on campus unless they live with their families, Madeley said. Exceptions to this policy may be filed with the Student Affairs Office.



TO PERFORM AT FOLKSONG CONCERT Ann Ballinger, left, and Louis Wommer will perform during a folksong concert featuring Texas A&M faculty and students at 7:30 p. m. Sunday at Guion Hall's Fallout Theater. Sponsored by the A&M John Avery Lomax Society, the two-hour program is open to the public. Admission is 50 cents per person. Other performers include Grant and Bertie Thomas, Dick Gustafson, Bob Robinson and Mary Kay Hurbert, Ken Curry, Diana Hoge, Jim Pye and Jim Newett, plus the Wanderers from Lake Charles, La.

Campus Landmark Bows Out

A campus landmark familiar to thousands of Texas A&M former students is being razed to make way for parking improvements.

The railroad station at Aggie-land soon will be replaced with a massive parking lot to accommodate the mushrooming number of cars on campus.

The frame structure is bowing out in favor of the automobile which led to the death of train passenger service.

Thousands of Aggies have "hit the ground running" at the Old College Road Station.

Among them is Ernest Langford, archivist for A&M. Fifty-seven years ago, Langford stepped reluctantly from a Houston and Texas Central train. This week, he watched workmen rip the station earthward.

The former College Station mayor seated himself on a cross-tie and dredged up memories from long ago:

"In those days students either rode the train or came to A&M by horse and buggy," he recalled. "It took me 23 hours to get here from Bertram in Burnet County. I had to change trains at Austin and Hempstead. If my ticket had been for further up the line, I would have kept right on going, but I'm glad I stayed."

"A. R. Cummins of Burnet, a chap I met on the train," Langford continued, "was the only human being other than Private A. R. Wilson of Burnet that I knew at A&M. Cummins knew R. G. Sherrard, a major in the cadet corps. Sherrard met us at the train and got us registered and housed within the hour."

"Sometimes," the historian

noted, "I wonder why the freshmen who spend a week getting straightened out don't head for home."

Langford mopped his brow in the 95-degree heat and went on: "We made corps trips for years by train. My freshman year we beat Texas 23-0 in the rain at Houston. And we beat 'em again that year, 5-0 in Austin. Touch-downs counted five points then. Louis Hamilton—we called him Louie—ran a record 90-yard TD in Houston, then notched a 10-yarder in Austin."

"You remember things like that when you forget your birthdays," he chuckled.

Back to railroading, Langford commented: "College Station used to have 12 passenger trains a day. H&TC had the "Hustler," "Sunbeam," "Owl" and "Central Express." International and Great Northern numbered its trains.

"The Owl was a famous night train from Dallas to Houston, or vice-versa," Langford explained. "Sometimes it had 18 cars with double headers (two engines)."

Records show the "Owl" was pulled off the line in 1958 after 86 years of service.

"I rode the 'Owl' a few days before it was discontinued," Lanford confided. "It had shrunk

to one day coach on the end of a freight train."

Dignitaries through the years came to Aggie-land by train. Among them were presidents William Howard Taft and Franklin Delano Roosevelt.

"The corps marched to the station to hear President Taft speak about three minutes from the back of the train," Langford reminisced. Captain Andre Moses, A&M commandant, prevailed on Taft's people to stop the train here during a Southern swing in the spring of 1910. Roosevelt stayed the better part of a day for a review in his honor.

Termites had eaten the foundation to pieces 40 years ago, Langford said. Carpenters jacked the building three feet off the ground and replaced 8 by 8 pine sills 40 feet long. The old sills were so damaged that a man could carry one under his arm. A freight room on the south and a portico on the north were added then.

The I&GN was later bought by Missouri-Pacific. H&TC has long since been the property of Southern Pacific. Its lines were in the area before the college was chartered. Work began in 1860 was interrupted by the Civil War. After the war construction rolled from Millican, 20 miles to the south, and the railroad was opened to Bryan in August, 1867.

Langford said the H&TC ran the first train from Houston to Dallas July 16, 1872.

Changing times have pushed passenger trains into museums, but the memories linger. Wrecking crews swarmed over the station while a photographer snapped pictures. Progress has little respect for sentimentalists.



RAILROAD REFLECTIONS

Texas A&M Archivist Ernest Langford fashions a fan from shingles from the College Station railroad depot and reminisces about the landmark's history. Thousands of Aggies were introduced to the campus at this location. Passenger service was discontinued in 1958.