

# The Battalion

Vol. 68 No. 28

College Station, Texas

Friday, October 18, 1974

## Weather

Fair and mild Friday with light, variable winds. High today 83°; low tonight 57°. Clear to partly cloudy Saturday with a high of 85°.



SIGNS OF CONSTRUCTION are everywhere. The fences located around the academic core of the campus herald landscaping to come. Water pipes are being laid across the intramural field. Several construction projects are now underway in anticipation of the centennial of A&M. (Photo above by David Kimmel, photo below by Chris Svatek)



## Inflation tops GNP; real value down again

WASHINGTON (AP) — While President Ford prescribes anti-inflation medicine for the economy, the symptoms of a recession are growing more pronounced.

The real value of the goods and services churned out by the economy showed the third consecutive quarterly decline.

The face value of the gross national product for July through September rose 8.3 per cent projected at an annual rate, to \$1,114.6 billion, the Commerce Department said Thursday. Yet inflation sapped the dollars of 11.5 per cent of their value in the same period, so the real value of the economy's output

shrank by 2.9 per cent.

That left the output just slightly ahead of where it was in 1972. It was the first time since the 1960-61 recession the output dropped in three successive quarters. The most recent recession, that of 1969-70, was marked by only two consecutive quarters of decline.

There are other symptoms, such as a maximum drop of 1.9 per cent in industrial production so far, which are less severe than in the most recent recessions.

Yet even before the latest national product figures came out, Federal Reserve Board Chairman Arthur F. Burns and other

economists dubbed the current economic slump a recession.

The administration's contention, repeated anew by Commerce Secretary Frederick B. Dent and his top economists, is that the decline in the economy's output is the product of isolated quirks. The Arab oil embargo, higher oil prices, overeager stockpiling by industry in anticipation of inflationary price increases and a home building industry staggering under high interest rates are examples.

"It appears to me the economy is actually moving sideways at the current time," said economist James L. Pate.

"We're talking about sideways waffling," said Dent.

Economists such as Leif H. Olsen of New York's First National City Bank argue that inflation's doom already is sealed and the nation "now confronts a decidedly new situation with new and different complications."

While supporting the spending programs in the President's economic proposals, Olsen said in a recent speech that the proposed 5 per cent surtax "is ill-timed politically - as Mr. Ford himself acknowledged - and it is far worse timed economically."

Dent rejected any notion that the proposed tax increase endangers the economy. "It was not offered to deny purchasing power to the economy, but to redistribute it," he said.

Commerce also reported that starts on new houses edged upward in September by four-tenths of 1 per cent to a level at which 1.120 million units would be built over a year's time.

The figure is off by 55 per cent from the industry's peak activity of 2,509 million units in October 1972, however, and both industry and government officials expect no revival in homebuilding before new year.

## Board asks insurance hike; but request may be trimmed

By LEE JONES  
Associated Press Writer

AUSTIN, Tex. (AP)—The State Insurance Board might trim the 16.8 per cent average car insurance rate increase recommended by its staff, Chairman Joe Christie hinted Thursday.

Christie said at the board's annual car insurance hearing that recent accident data ignored by staff calculations will be considered when the board makes its final decision.

Insurance industry spokesmen requested an even higher 18.3 per cent average statewide increase in private passenger car rates.

Both proposals would add in the neighborhood of \$170 million to the insurance companies' Texas auto premium collections, boosting them over the \$1 billion level. In 1973, Texans paid \$889 million for car insurance, industry figures show.

Christie noted that the accident and claims statistics used by staff actuaries stopped at Dec. 31, 1973—a few weeks before speed limits were reduced from 70 to 55 miles per hour and prior to the worst of last winter's gasoline shortage.

He said the board would consider more recent data "to determine if

driving less, driving slower and having fewer accidents has helped offset this upward trend" in medical and car repair costs.

The board will announce its decision toward the end of November, with new rates taking effect Jan. 1, Christie said.

Staff actuaries recommended these average statewide increases in the major categories of private passenger automobile coverage:

- Full coverage comprehensive, 22.3 per cent.
- \$100 deductible collision, 25 per cent.
- Bodily injury liability, eight-tenths of 1 per cent.
- Property damage liability, 21.4 per cent.
- No-fault medical payments, 2.8 per cent.

The only major category for which a decrease was recommended was uninsured motorist coverage, a 20.1 per cent—or \$1-cut.

Each driver's premium varies according to the county where he lives, his driving record, age and the uses to which he puts his car.

The average driver, carrying a

typical policy, would pay these premium increases if the staff recommendations are approved by the board: Houston, \$44, Dallas, \$33, San Antonio, \$30, Fort Worth, \$30, El Paso, \$43, Corpus Christi, \$34, Texarkana, \$22, Lubbock, \$31, Orange, \$34, Abilene, \$29, Laredo, \$37, Sherman-Denison, \$30, Amarillo, \$31, Lower Rio Grande Valley, \$43, San Angelo, \$43, Wichita Falls, \$32, Beaumont-Port Arthur, \$36, Galveston, \$25, Austin, \$35, Waco, \$30, Denton, \$35, Temple-Killeen-Belton, \$24, Midland-Odessa, \$33, and Longview-Tyler-Kilgore, \$28.

David Irons of the Texas Automobile Insurance Service Office said fairness dictates "substantial rate increases."

"It does not take an actuary to know what inflation has done to the American economy in the past year. You do not have to be an insurance statistician to know what has happened in recent years to the cost of new cars, automobile replacement parts, auto repair work, hospital bills and medical expenses," Irons said.

Rates have not increased since a 14 per cent boost took effect Jan. 1, 1971. A 2.8 per cent hike ordered by the board later that year was blocked by former President Nixon's wage-price freeze. The board cut rates by 11 per cent in 1972, followed by a 4.3 per cent reduction Aug. 27, 1973.

Christie said the board had the power to use intuition about the future course of inflation, as well as hard statistical data, in deciding on new rates.

## Ford's veto stalls public access law

WASHINGTON (AP) — President Ford vetoed legislation Thursday designed to strengthen public access to government documents under the Freedom of Information Act.

Ford said he felt the measure could adversely affect intelligence secrets and diplomatic relations.

In a veto message to the House, the President said he objected to the courts being permitted to make what amounts to "the initial classification decision in sensitive and complex areas where they have no expertise."

He also questioned the time constraints in the bill by which agencies would have to comply within a certain period of time to requests for information.

The President said he intended to submit proposals which he felt would dispel his concerns regarding the manner of judicial review of classified material, and "for mitigating the administrative burden placed on the agencies, especially our law enforcement agencies, by the bill as presently enrolled."

Ford said the present bill "is unconstitutional and unworkable," but that the legislation has "laudable goals" and he hopes that it will be re-enacted during this session of Congress with the changes he proposes.

Sen. Edward M. Kennedy,

D-Mass., said in a statement the veto "is a distressing new example of the Watergate mentality that still pervades the White House."

The veto was promptly denounced by Rep. John E. Moss, D-Calif., whose 11-year struggle produced the initial Freedom of Information Act which this bill would amend. Moss predicted Congress would override the veto. "There is no validity to the fears expressed by the President," he said in a telephone interview from Sacramento, Calif.

"The President is demonstrating an arrogance that would be believable if a man holding a mandate from the people occupied the office of the presidency. But it is unbelievable, almost incredible, arrogance for a man whose only mandate came from a single congressional district," he said.

A spokesman for the National Newspaper Association said President Ford, "who had promised us an open government, has slammed the open door in the face of the public and greatly saddened the 6,000 community newspaper publishers who are members of NNA."

He said the veto "blunts years of hard work by Republicans and Democrats in Congress and organizations, including NNA, who had forged a sharper tool enabling citizens to dig out government secrets affecting them."

## Railroad poses problems to west campus expansion

By ROXIE HEARN  
Staff Writer

A&M administrators agree that the Southern Pacific railroad poses a problem to westward expansion of the campus.

However, according to N. E. Allphin, the company's local agent in Bryan-College Station, the proposed relocation is "strictly in the talk stage."

"The only logical direction the university can academically expand into the west," said Clyde Freeman, executive vice president for administration of the TAMU System.

President Jack K. Williams spoke to the Chamber of Commerce this past summer and called the railroad the major obstacle involved in new development. He urged the com-

munity to support the university in its efforts to move the railroad.

"Southern Pacific is not adverse to moving the tracks," Allphin said, "but I think people should remember that it was here before Bryan was."

The railroad's relocation is proposed in the city's 701 Plan, a development plan being devised for the entire city and seeks to move the rails one-half mile west, adjacent to the west bypass.

The plan explains that the present location of the railroad interferes with newly installed navigation aids on the runway of Easterwood Airport.

William Koehler, College Station city planner, said the railroad restricts expansion of the campus to

the west and creates a barrier between the circulation of the two cities.

According to Allphin, crossings and traffic seem to be the major difficulty in keeping it running through the city. "There are 12 railroad intersections in town," he said. "Four of these are major, with traffic signals and six are minor."

Roy McWhirter, assistant superintendent of Southern Pacific, gave estimates on the cost and time factors involved. "The move would roughly involve a 19-mile line with a 7- or 8-mile spur. The cost would roughly be over \$1 million a mile," he said.

He based this figure on purchasing private property and leveling

the roadbed as well as drainage, signal systems, bridges, ground stabilization, trestles, rails and ties.

"Of course, it's only in the preliminary talking stage now, but a project of this sort could take between five and 10 years," McWhirter said.

Funding for the project could come from federal sources, he said, but only if a public necessity can be established.

Actual implementation of the move is far from reality, however. "There are many different entities which are all involved," said Koehler, "the railroad, Texas Highway Department, Federal Department of Transportation, both cities, the county and Texas A&M."

"As yet, nobody has taken a clear lead. They all agree that it's desirable, but it's still only in the talk stage."

The Southern Pacific line has been in operation in the Bryan-College Station area since 1870. It is the oldest railroad company in Texas, beginning in 1852 as a short line between Harrisburg and Al-leyton.

A second company, the Missouri Pacific, arrived in the area in 1901. Only two miles of the Missouri Pacific track remains.

Bryan-College Station averages 13 through freight trains daily.

The B-CS area has not had rail passenger service since 1958 when the Southern Pacific discontinued its overnight train, The Owl, between Dallas and Houston.

Presently the rail line runs north alongside Wellborn Road through rural and residential areas. Behind the campus is a short team track used for loading and unloading cars by local merchants and for setting out bad-order cars.

## Preliminary plans complete for new agriculture center

By BARBARA WEST  
Staff Writer

The west campus is being developed for agriculture and related sciences.

Ground was broken Saturday for the first two buildings of the complex. They are located across FM 2154 from the main drill field and west of Old College Road.

A 165,000 square foot Animal Sciences and Food Science Building and a 153,000 square foot Soil and Crop Sciences and Entomology Center are scheduled to be built first.

"After these two are built we don't expect any more for a couple of years after that," said Dr. L.S. Pope, associate dean of the College

of Agriculture.

Bids have not yet been taken on the first two centers but a set of preliminary drawings have been completed. Pope said he hopes that bids will be taken in January for the Soil and Crop Sciences Center and for the Animal Sciences Building shortly after that.

"It will be at least March of 1975 before construction can begin," he said.

Pope said both buildings, which will eventually become part of an eight to ten unit complex, were carefully researched.

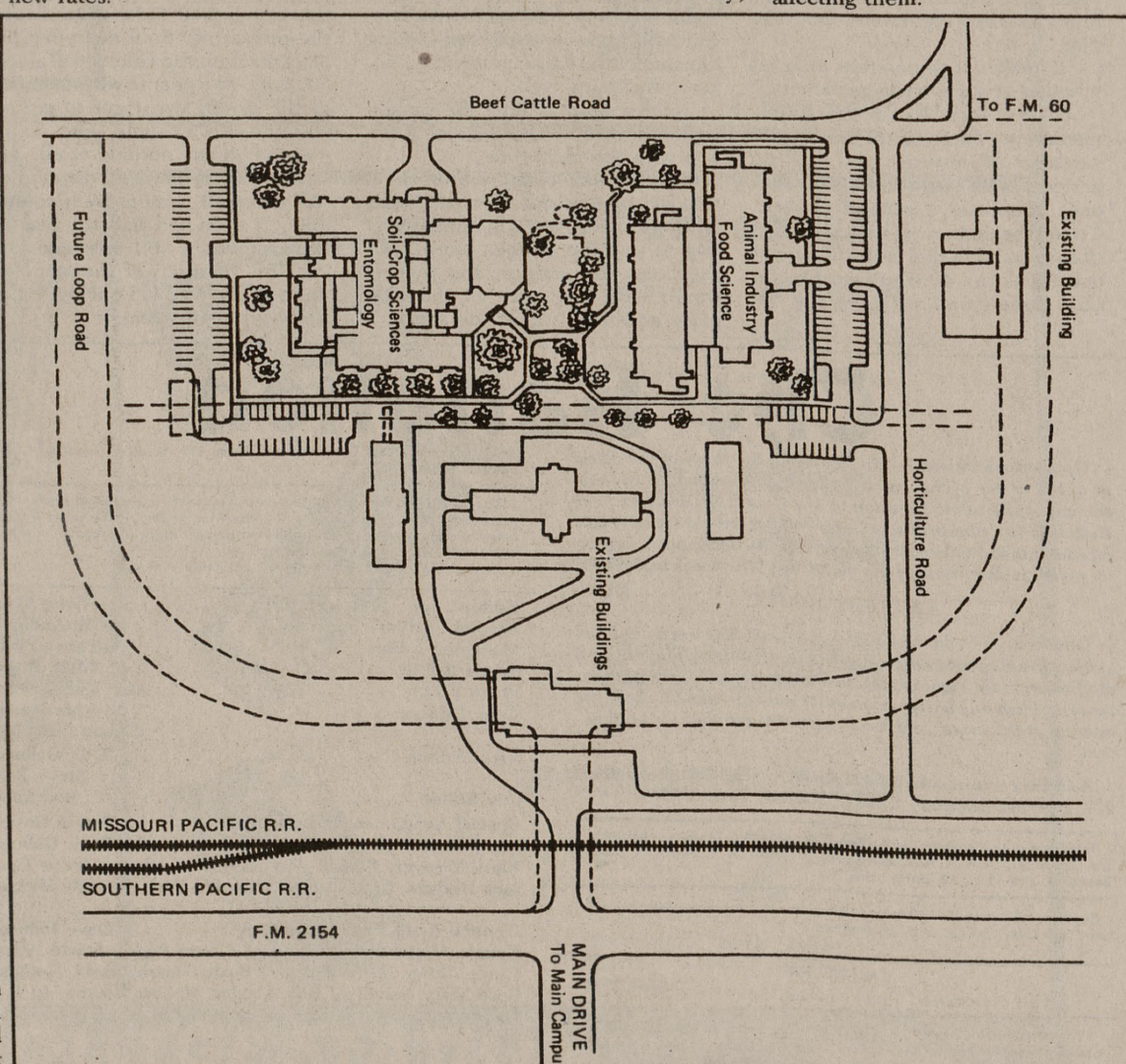
"We visited at least four other campuses," he said. "These two should be two of the best in agriculture in the United States. They are

oriented not only toward research needs but to use by the students."

Pope estimated the cost of the two buildings to be about \$19½ million, the Animal Sciences Building being the more expensive of the two.

The auditorium of the building has a capacity of 350 and will be equipped to accommodate carcass demonstrations. The laboratory facilities will house meat chemistry, immunogenetics, blood studies and work with artificial rheumen.

"There are still some problems to be worked out," he said. He pointed out the possibility of having to provide some form of transportation from the main campus to the new facilities.



RAILROADS WILL SEPARATE the new west campus from the main A&M campus. The west campus will be directly across from the drill field and Kyle Field.