

CS cemetery founded in 1870s

By LYNN ROSSI
Although the College Station City Cemetery may be small potatoes to some people, it means a great deal to others in the area, said Ms. Peggy Owens, a member of the city cemetery committee.

Founded in the 1870s as a private Czech-Bohemian cemetery, it is located on Highway 6 at the south end of town.

Owens said, "We want the cemetery to look pretty, yet keep the flavor of the old cemetery." Wildflowers grow throughout the cemetery during the spring and oak trees have been planted.

Old markers written completely in Czech still stand. Dates on the markers range from the 1870s to the present.

The city took over the cemetery in

1947 because, Owens said, the people of College Station wanted their own cemetery. The land was purchased on the condition that the original part of the cemetery be left intact.

The old part of the cemetery is now the southern portion, and lots in the northern portion are quickly being bought.

"We didn't anticipate the growth of the city when we purchased the land. College Station was a little town during the 1940s," Owens said.

The purpose of the cemetery committee is to make recommendations to the City Council concerning rules and upkeep of the land. The council passed a number of new rules in 1974 concerning the appearance of the cemetery.

Owens said that due to an oversight the new rules were never printed up. Those buying plots today receive copies of the old cemetery rules last revised in 1967.

Committee members include Owens, Mrs. Mary Eckles, Mrs. Virginia Abbott, Mrs. Ruby Morse, and Mrs. Melvin Ruckes.

Owens' mother was chairman of the cemetery committee at one time.

"We've worked awfully hard from the time it started. The cemetery matters a great deal to us," Owens said.



Wooden it be nice?

The hands of an artist and the patience of Job are personified in Texas A&M Assoc. Prof. Rodney Hill as he does detail work in one of the centennial wood panels he and wife, Sue, are carving for the University. The three-by-eight foot solid walnut panels, which chronicle the history, traditions and progress of Texas A&M, will hang in the Memorial Student Center after their official dedication in October.

Railroading has changed

Whatever happened to the old days of railroading when taking a train meant sleeping berths, drawing rooms, shoe shines, crystal and china dining service, and a comfortable lounge car?

A Texas A&M University economic researcher, Dennis Christiansen, has provided some of these answers in addition to retrieving some "will little note nor long remember" items from the murky origins of Texas railroading history in a report entitled "The History of Rail Passenger Service in Texas, 1820-1970."

Gov. Dolph Briscoe proposed legislative funding to have A&M's Texas Transportation Institute conduct a state rail system evaluation.

Although most of the evaluation will look at rail freight movement, Christiansen did a study of intercity rail passenger service. This is part of a series of reports by TTI. The result of the study will be to determine needs that might be served by intercity rail transportation which will be presented to the legislature in its next session.

The report will cover such topics as why and when rail passenger service developed in Texas, why and when the importance of rail passenger service peaked and how much has the importance of rail passenger service declined.

The first railroad in Texas, all 20 miles of it, went into operation in 1853 between Harrisburg and Stafford's Point (neither town is listed in the 1976 Texas Almanac). It had five passenger cars, all of which had apparently led previous lives as Boston streetcars.

Prior to the Civil War, the rails had emerged as the main means of travel between the cities they served. Stagecoach lines rapidly dis-

appeared in those corridors. However, in its earliest days, rail travel was not always an enjoyable experience. On one rail line in Texas the passenger cars developed leaks, causing the red velvet cushions to stain the ladies' dresses. Subsequent passenger complaints led to suggestions that trains be run in dry weather or that the passengers carry umbrellas.

Food service was not always fantastic either. In the last 1800s a dining car was frequently a converted baggage car with four-inch boards placed around the meal trays in an effort to keep the food from falling to the floor during the rough ride. Nevertheless, the railroads were offering the highest quality of intercity service that had ever existed.

The conventional railroads operated virtually without competition until the interurban railroads began serving a few major travel corridors in the State. These interurban trains prospered from about 1900 to 1930. This type of service is an alternative if intercity congestion continues to intensify in Texas.

The conventional rails actually had reached their zenith in terms of passengers carried in 1920 when over 30 million Texas passengers rode trains with names such as the "Katy Flyer," the "Sunshine Special," and the "Texas Special." After 1920, passenger use declined rapidly in spite of the fact that the railroads provided the highest level of service in their history throughout the 1920's. The rider decline was not the result of a service decline. According to Christiansen, by 1925 both the absolute and relative importance of rail passenger service had peaked.

By the 1950s, rail passenger service was in the unenviable position of being less flexible than the automobile, slower than air travel, and

more expensive than the bus. In 1970, fewer than 400 thousand passengers used the railroads in Texas.

As a result of the declining demand, some railroad companies lowered their service to determine the classic example being the discontinuance of food service on the mile route of the Sunset Line (vending machine service was provided). Reductions in quality of service no doubt further decreased demand for train travel.

By the end of the 1960s, it became apparent that, unless major action were taken, rail passenger service would cease to exist. The U.S. government responded to this situation by passing the Rail Passenger Service Act of 1970, creating Amtrak, a quasi-public corporation, now operates virtually all city rail passenger service. The state of Texas, in an effort to continue to provide the highest level of service that is economically realistic, is actively evaluating what the role should be concerning intercity rail passenger service. During the remainder of 1976, the Texas Transportation Institute will be intensively studying this matter.

Ocean fish thrive inland

AUSTIN — Saltwater redbreast flounder stocked in two Texas water lakes not only are surviving, they are doing exceptionally well.

Anglers at Long Lake east of Austin have caught several flounders since they were stocked as fingerlings by the Texas Parks and Wildlife Department in February 1975.

T. L. Brown reeled in a 14-pounder May 6 which is bigger than many flounder caught on the Coast.

Brown's flounder was 21 inches long.

Lake Creek Reservoir near Austin was stocked with fingerling flounder in September 1975 and on May 14-inch, one-pound red was caught by James Routh. He was using a worm as bait.

A smaller, 10-inch red was taken from Lake Creek May 3.

The flounder stocked in Lake Lake were seized by P&W fisheries workers from flats off Aransas. However, the redbreast were cultured artificially at the National Marine Fisheries Lab in Port Aransas and reared and tempered to live water at the P&W's Palmar Marine Fisheries Station.

Work is underway at the NMFS lab by both federal and state biologists to develop similar techniques for flounder, a technique which are more economical and time-consuming than seining from the wild.

Vet mag honored

"Southwestern Veterinarian" magazine published by the Texas A&M University student chapter of the American Veterinary Medical Association, recently received first-class honor certification by the National Scholastic Press Association.

The critique called the magazine "very good."

Third-year student T. Q. S. Jr. of Brownfield is editor of Southwestern Veterinarian and best staff of about 20.

The magazine publishes articles dealing with all aspects of veterinary medicine, including research, education and practice.



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Dissertation: SOME PROBLEMS OF STATISTICAL INFERENCE IN REGRESSION AND DISCRIMINANT ANALYSIS
Time: May 14, 1976 at 2:00 p.m.
Place: Room 102 in the Olin E. Teague Bldg.
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Name: Herlocker, Dennis Jon
Degree: Ph.D. in Range Sciences
Dissertation: STRUCTURE, COMPOSITION, AND ENVIRONMENT OF SOME WOODLAND VEGETATION TYPES OF THE SERENGETI NATIONAL PARK, TANZANIA
Time: May 17, 1976 at 2:00 p.m.
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Dissertation: A NUMERICAL STUDY OF THE TSUNAMI RESPONSE OF THE HAWAIIAN ISLANDS
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Bids will be opened at 1:00 p.m., Friday, May 21, 1976. This item may be inspected between the hours of 8:00 a.m. and 5:00 p.m. Monday through Thursday (May 17-20). For information call 845-5115. The right is reserved to reject any and all bids and to waive any and all technicalities. 12212

NOTICE TO BIDDERS

Bid forms will be available and sealed bids received in the Office of the Inventory Supervisor, Purchasing & Stores, Agronomy Road, Texas A&M University, College Station, Texas 77843 until 10 AM May 24, 1976, for surplus property consisting of the following: 1 Lot of 12 Lounge Chairs, 1 Lot of 30 Dorm Chairs, 1 Lot of 90 Bunk Beds, and 1 Lot of 90 Dressers. All items are located in Milner Hall and must be removed by May 31, 1976. This property may be inspected between the hours of 8:00 - 11:30 AM and 1:00 - 4:30 PM Monday through Friday except holidays, by contacting the Office of the Inventory Supervisor at the above address. The right is reserved to reject any and all bids and to waive any and all technicalities. For information call 719-945-7419.

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