

Buck Naked has family recreation

United Press International
BUCK NAKED, Tex. — Daron Moore and his CB buddies maintain there's much to be said for running around Buck Naked.

"First of all it's good clean fun," Moore said. "You could ride all the way to Mineral Wells 20 miles down the road and not find a more pleasing way to entertain a family."

"And secondly, well, everyone should go through Buck Naked at least once in their life."

Buck Naked, population 6, consists of four farm houses about a mile off I-20, enshrouded in a cedar thicket and wedged between the cliff walls of a West Texas canyon. Until a year ago, its chief attraction was as a nice, desolate place for Weatherford teenagers to sneak off and drink beer.

"But there were a number of us concerned about people not having a place to go off with their families and just enjoy the countryside, you know, a recreation center for families that won't gig them with all kinds of expensive charges," Moore said. "So there was Buck Naked just waiting for us to put it on the map and that's what we plan to do."

Last February the Weatherford CB Club threw a community party and kangaroo trial in the canyon and proclaimed the wilderness strip a town.

"You need 200 residents to incorporate as a real town under Texas law," Moore said. "Legally Buck Naked may never be nothing more than an old dusty Texas canyon, but you can't con-

University computers aid in railroad research

The Department of Transportation is going to be saved some feet by letting Texas A&M University's computers and Texas Transportation Institute researchers do the walking for them.

The Federal Railroad Administration during the next few years may be deciding the fate of many duplicate railroad lines. They will influence government guaranteed loans which will, decide effectively which lines will be upgraded and improved.

The only flaw is that there is almost no one who has a comprehensive picture of all the thousands of miles of track that make up the nation's rail system.

TTI, under contract from the FRA, will provide data to be used in the national rail system analyses.

"Basically we're just building a file," said John Sammon, one of the research leaders. "This data will describe the physical and operating characteristics of the Class A main-line railway system."

The Department of Transportation had produced a report which classified lines primarily according to line density (number of trains and tonnage over a line)," he said. "While this classification was adequate for the way legislation was worded, the FRA (the railroad administration) was interested in obtaining more detailed information."

"Under the recent 4-R Act (Railroad Revitalization and Regulatory Reform Act) the Department of Transportation was given the charge of classifying the U.S. rail system," Sammon said.

The Railroad administration had divided the country's track into sections, he said. "Some of the information we collect will include the maximum speed that can be traveled, average curvature and grade, speed profile on the track, passing sidings, maximum weight and clearance restrictions in addition to the number of grade crossings, bridges, tunnels and trains per day."

Team studies road recycling

Americans are heading for more expensive highways unless systems for recycling the old ones can be perfected.

A team from Texas A&M University's Texas Transportation Institute, headed by Dr. John Epps and Prof. Bob M. Galloway, are going to be conducting the laboratory and field tests to discover what can be done.

"There has been some reuse of old paving materials since the 1930s but in the last five years there has been a tremendous increase in interest for the reuse of old roadways and runways to save our natural resources," Epps said.

"A specific benefit of recycling appears to include reducing the demand for construction aggregates at a time when sources near urban and other high use areas are being depleted," he said.

Epps explained that the supply of rock and other materials is at a low level because of mining restrictions, environmental protection regulations and growing land values.

Epps said that old paving material has been disposed of by burying it. But concern about land pollution and the waste of potentially good aggregate makes this process unsatisfactory.

"As a result," he said, "serious consideration must be given to recycling rubble whenever possible."

The overall objective for Epps and his crew is to develop realistic guidelines for the recycling of pavement materials for the rehabilitation and reconstruction of existing pavements.

In a preliminary project, 1,500 feet of U.S. 277 near Abilene was recycled in place by bulldozing the surface material, applying softeners, pulverizing and adding a stabilizing agent, then recompact and resurfacing with a hot mix. This was done without having to truck in tons of new material.

Epps' tasks include deciding what types of pavements (asphalt, cement, etc.) can be economically recycled, what kinds of damage can be repaired by recycling, and what the life of these recycled roads is.

Hopes are that within a few years waste will be almost eliminated from highway building.

Over the wall Shasta IV will replace retired UH Cougar mascot

By LYNN ROSSI
Battalion Staff

Texas A&M University got its new mascot last year, and the University of Houston is getting its new one this year. UH has found a baby cougar to replace Shasta III, the mascot who was retired from service last fall. The Daily Cougar reported.

Shasta IV was born Dec. 8 in Centerville, Fla. Right now she is still small enough to fit inside a football helmet.

Members of the Cougar Guard, the organization responsible for caring for the mascots, will fly to Florida to retrieve the new Shasta on Jan. 29. She will then stay in the home of a Cougar Guard so that she can get used to the Guard members.

An addition is being made for Shasta III's present cage in Lynn Eusan Park on the UH main campus. The new Shasta will live next door to the 12-year-old Shasta III.

Coin discovery puzzles anthropologist

Dr. Jeremiah Epstein, anthropology professor at the University of Texas, is trying to figure out how a Roman coin minted in 313 A.D. ended up at Round Rock Indian mound, 20 miles north of Austin, reported The Daily Texan.

Epstein previously had been able to find evidence to confirm the theory of transoceanic contact before Columbus' trip. A Roman coin discovered in North America is considered good proof of the contact.

The professor heard about the coin discovery through a student. Approximately 15 other coins have been found throughout the United States.

Epstein is cautious in believing that the Romans beat Columbus to the New World. He said there may be many other explanations for the find.

One theory involves drift voyages. A ship that had lost its crew occasionally would drift across the ocean and land on the North American coast.

Another theory revolves around American coin collectors. An early settler accidentally may have dropped the coin or may have given it to the Indians.

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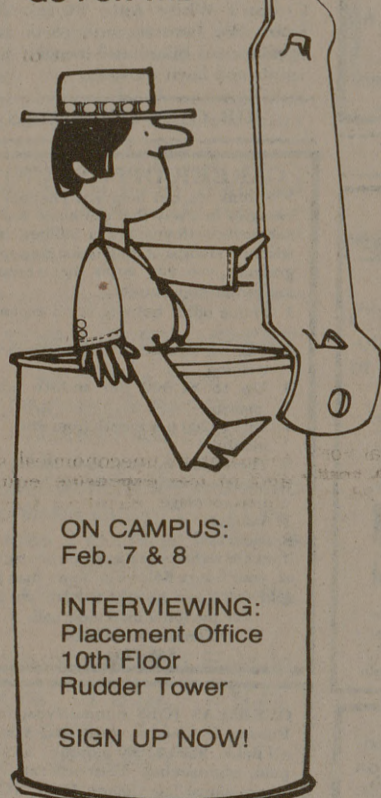
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