

# The Battalion

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After class, off-campus dwellers have a common thought in mind — getting on that bus and getting home quickly. Therefore, five new buses have

been added and new routes have been devised to accommodate the increasing number of off-campus students.

Battalion photo by Ken Herrera

## Shuttle system increases buses, blocks and bucks

BY MARGIE KOVAR

Increase is the word for the campus shuttle bus system this fall — increases in the number of buses, the number of route divisions and the number of dollars a rider must pay to get a bus pass.

The first two increases were made to improve service to the riders, said E. C. Oates, chairman of the Shuttle Bus Operations Committee.

Last spring the system consisted of 17 buses running a total of 170 hours per day. This fall there are 22 buses at 216 bus hours daily. Buses have been added to the routes serving Willowick Apartments and Southwest Parkway to accommodate the passenger increase in those areas, Oates explained.

The three routes are basically the same as last spring but have been divided into sub-routes, Oates said. The north route, which was only one route last spring, is now split into two. The other routes, south and east into more heavily populated areas, are each broken up into three, he said.

Buses are scheduled every 15 to 20 minutes. However traffic congestion sometimes makes it difficult to always be exact, Oates said.

"But we do try to guarantee everyone a

seat on the buses especially before the 8 o'clock classes," Oates added.

Bus fees have also increased from \$15 in the spring to \$20 this fall. Oates pointed out that this is the first fee hike since the system began operation on this campus.

"A number of things caused the price increase such as the higher minimum wage plus higher repair and fuel costs," Oates explained. "It's just plain old inflation," he added.

In trying to bring about the best service possible the committee has run into some problems.

"There is still the driver problem," Oates pointed out. "Never are all 22 buses in operation because we just don't have enough drivers," he said.

He went on to say that every year people living in new areas ask to be added to the routes. There are no buses running into Bryan because they could not complete the route more than once between the 7 a.m. starting time and the beginning of 8 o'clock classes.

"It is not economically feasible to have buses on the route if they can't make at least three rounds in that first hour," Oates explained.

There are also apartments going up across the tracks that the system will not be able to serve.

"We can't run buses there because of the frequency in stalled trains blocking the intersections," Oates said. "Even if the crew can uncouple and split the cars in three to five minutes that is three to five minutes lost. And lost time accumulates and causes you to fall way behind schedule," he said.

Oates is keeping a daily record of the number of passengers each bus is carrying on each round in order to determine times which buses have the heaviest loads. Once this is determined, more buses can be assigned in those "peak periods."

"I'll continue to keep these daily records for as long as is necessary and until everything is running smoothly," Oates said.

## Quonset huts, meal tickets, Sbis lines

# On-campus problems explained

Charles Powell, Director of Student Services, clarified the original purposes of the university-owned quonset huts to the members of the 1977-78 Residence-Hall Association (RHA) at their first meeting of the semester Thursday night.

Powell said that at no time did his staff intend the building was to be used strictly as a dining facility. He added that, "The huts were possible alternatives that just RHA members. We feel they have potential as a dining facility for the entire university commu-

He said the only money used for improvements of the two buildings was rent paid by the various groups that use the facilities.

The huts are located off Highway 60 about two miles west of the College Veterinary Medicine.

Other business before the group included the introduction of the new executive committee members of the RHA. Joe Nixon, president, introduced the other officers who will serve the end of the Spring semester: Lynne Andrus, vice-president; Kay Davis, secretary, Julie Rion, trea-

surer and Richard Tocquigny, public relations chairman.

Tocquigny presented plans for an open door policy at all future RHA meetings. He also said there would be an effort on the part of his committee to improve relations between the RHA and the Corps.

Lloyd Smith, Food Services representative, indicated that any complaints about the food in any of the campus dining halls should be directed to the appropriate menu advisory board.

"We, like everyone else on campus, have had trouble getting going at the first of the semester. This is the reason for some of the long lines you have seen in the dining halls," he said.

He apologized for the situation and indicated that it was a result of the low rate in Brazos County.

Smith added that a new type of identification system is being used in the dining halls in an effort to eliminate people not on board plan from eating there. This new

procedure should help stabilize the cost of the five and seven-day board plans.

Joe Nixon before the meeting indicated that the RHA has doubled in size of voting members from each dorm. These members include the dorm presidents and one delegate from each residence hall.

Nixon said that he did not foresee any problems in the reorganization.

"We have taken some of the load off the dorm presidents and have placed it on the Residence-Hall Association Aides. This will give everyone an advantage in that they will be able to expand in several areas.

"This includes civilian Corps relations and a new educational program that will emphasize responsible drinking."

He said that it is very important that the RHA continues to increase our responsible advice and also to improve and develop the quonset huts. "We've done our best with what has been available to us, but we want to make them even better."

## U.S., Canada agree on 2,700-mile pipeline

WASHINGTON — President Carter and Canadian Prime Minister Pierre Trudeau Thursday announced agreement on a multibillion dollar trans-Canada pipeline — "the largest single private project in history" — to transport oil and surplus Canadian natural gas to the United States.

Officials of the Alcan Pipeline Co. said the project would cost about \$7.7 billion. A Canadian official said the total cost would be close to \$10 billion, making it more expensive than the \$9 billion Alyeska oil pipeline.

This joint undertaking will be the largest single private energy project in history, Carter and Trudeau said in a joint statement. The project, they said, will benefit both nations by giving American consumers badly needed natural gas and

enabling Canada to develop additional natural gas reserves.

"We're proud of this," said Carter with Trudeau at his side. "There has never been a larger project in the history of the world."

Carter said he chose the Alcan Pipeline Co. proposal over a competing "all-American" route because the trans-Canada pipeline is cheaper, less environmentally damaging and provides more direct access to places needing natural gas.

The 2,700-mile line will start at Alaska's North Slope, run to Fairbanks and then travel through Canada roughly parallel to the Alcan Highway.

Plans called for the line to split in Alberta, with one leg entering Montana and heading toward the U.S. Midwest. A second leg is to enter near the Montana-Idaho border and head west.

The eastern leg will terminate at Dwight, Ill., southwest of Chicago, and the western leg at Antioch, Calif. Both pipelines will then tie up with existing systems.

The pipeline will have a capacity of about 3.5 billion cubic feet of natural gas per day in full operation.

Carter and Trudeau called the agreement an example of "good neighborhood" and said it would pave the way for agreements in other troublesome areas, including fishing and Canadian participation in an international uranium cartel.

Congress has 60 days to approve or reject the President's recommendations. Hearings are set for late September. Alcan said construction could begin as soon as November 1978 with delivery of gas about three years later.

Carter noted the agreement will allow the southern Canadian portion of the pipeline to go up first. This would bring recently discovered natural gas resources to the United States.

Following a meeting with Trudeau, Carter said the agreement would save American consumers \$6 billion over 20 years in comparison with the proposed "all-American" El Paso Pipeline Co. plan. But a spokesman for the Environmental Policy Center said marketing provisions sought by pipeline builders could "cost consumers their shirts."

The El Paso proposal would ship natural gas through Canada alongside the Alyeska oil pipeline route. It would be liquefied in Alaska and sent by ship to California.

The trans-Canada agreements indicated the Canadians have dropped demands for a \$400 million, 120-mile addition to the Alcan pipeline. The addition would have connected the pipeline with northern Canadian reserves in the Mackenzie Delta area.

## Trading Trigon for traffic:

# Colonel stays at A&M

By BEVERLY MANJEOT

Former Corps Commandant, Col. Thomas R. Parsons, traded his Army uniform and shiny brass eagles for leisure suits and cowboy boots when he became director of security and traffic for the Texas A&M University police department.

The slot was created by Dr. John Koldus, vice president of student services. "I needed more than just a day operations police chief," said Koldus. "I didn't feel an over-emphasis on a police-type background was necessary for the job because that part could be learned."

Even though Parsons enjoyed being a colonel and working with a lot of highly qualified people, he said he retired to do more detailed work because he wanted to work for Dr. Koldus.

"I like the way Koldus operates," he said. "Besides, I have three people in my family enrolled at A&M and I preferred to remain in the area. I knew in two years this job wouldn't be available."

Parsons' new job responsibilities range from planning for new parking areas to teaching the police officers how to be pleasant while doing a distasteful job.

Parsons said he does miss his job as the Corps Commandant. "I had more positive-type contacts with people over there. Not very many people come into the police station to thank you for giving them a ticket."

"I don't like the bad feeling I get when someone comes in yelling and screaming about a ticket," he said. "It's not the kind of contact I prefer."

The biggest problem confronting Parsons is parking and its long-range solution.

"The parking problem is appalling right now," he said. "It's a mass of utter confusion. There is adequate parking on this campus, but it isn't always convenient."

Parsons said he was going to get grayer much faster if new students didn't learn the correct places to

park and if old students didn't start obeying rules.

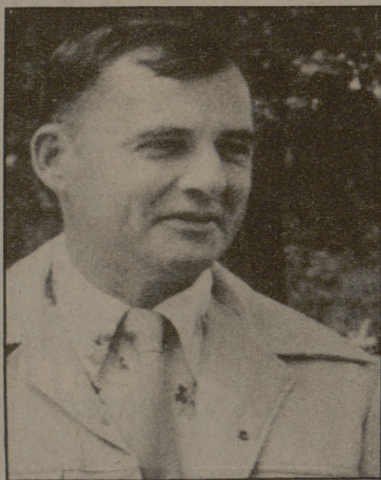
Texas A&M is considering the purchase of a five-floor parking facility from Love Field in Dallas as a long-range plan to help eliminate the parking problem.

"A high-rise parking complex would be the answer," said Parsons, "but it would be very expensive and 750 spaces wouldn't help that much."

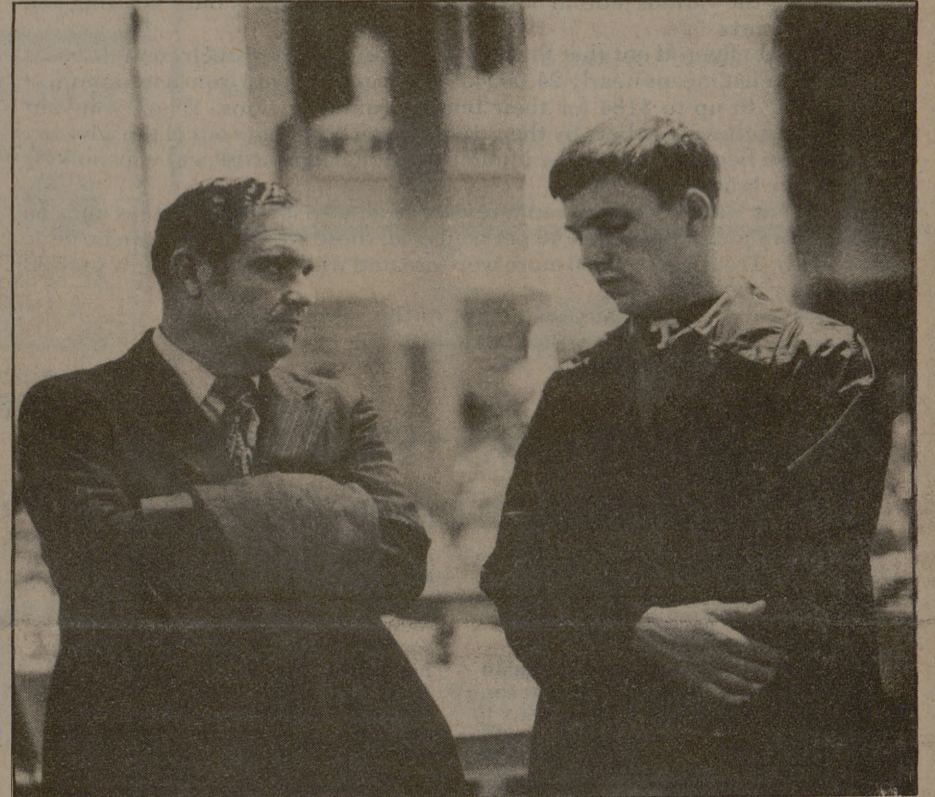
It would cost approximately \$2 million to purchase the building, disassemble it, transport it to A&M and reassemble it. The money would have to come from registration of vehicles and collection of the reinstatement fees.

Parsons said he hadn't been in the police department long enough to see if what has been done is right or wrong, but he intends to recommend a change in current vehicle registration procedures that would help eliminate waiting in long lines next year.

This year staff and students registered together, but Parsons believes it would be more efficient if the staff registration, which is more complicated and time-consuming, be done one month after the students or be done entirely by mail.



Parsons



## Dinner at Duncan

University president Jarvis Miller talks to Corps commander Mike Gentry before yesterday's dinner in Duncan Hall. Miller observed the Corps march into Duncan, then joined Corps staff for their family-style evening meal.

Battalion photo by Bernard Gor

## Comptroller questions Lance's banking ability

United Press International

WASHINGTON — Currency comptroller John Heimann told Congress Wednesday the banking ability of federal budget director Bert Lance "clearly leaves something to be desired."

Heimann also testified that a federal order possibly damaging to President Carter's appointment of Lance was lifted hours after Lance himself met with federal banking regulators late last year.

But he told the Senate Government Affairs Committee he did not believe Lance's visit to the comptroller's Atlanta regional office on Nov. 22 had any impact on lifting a cease and desist agreement on checking overdrafts with the Calhoun, Ga., First National Bank.

Asked to characterize Lance's banking expertise, Heimann responded:

"In reality, his attention to detail clearly leaves something to be desired." He also said the comptroller's office "found his bank management to be faulty."

Heimann told the Senate Governmental Operations Committee the comptroller's office imposed the cease and desist order on the Calhoun bank in December, 1975, because directors and large stockholders were making frequent and large overdrafts of their personal checking accounts.

Heimann said Lance paid a personal visit to the Atlanta office of regional administrator Donald Tarleton about 12:30 p.m. Nov. 22, 1976. He said Lance explained that he would soon be joining the administration of president-elect Carter and that he planned to sell his Calhoun bank stock.

About 5 p.m. that day, Tarleton instructed the regional general counsel to "lift the cease and desist agreement," Heimann said.

Within two weeks after the cease and desist order was removed from Calhoun, Carter announced Lance's appointment as budget director.

The cease and desist order, which is one step short of prosecution in a public court, is a secret agreement between a bank and the comptroller when a banking problem arises. The agreements are kept secret in order to protect a problem bank from losing customer deposits which could have the effect of forcing an otherwise sound bank out of business.

Sen. Charles Percy, R-Ill., said the

committee, which confirmed Lance with high praise in January, is reviewing facts about Lance's private banking practices to determine whether he should be asked to resign.

"The central issue . . . is whether Mr. Lance was qualified and is qualified to hold high public office," Percy said.

He said bankers are "simply outraged" that Lance's practice of large overdrafts and questionable loans are being held up as usual banking procedure.

## Funding sought for meals for elderly, juvenile officer

The Brazos County Development Council Thursday decided to apply for \$246,222 in federal funding for the continuation of the hot meals for the elderly program.

The total cost for the 1978 program is \$306,189, the remainder paid out of local funding.

About 496 meals are provided each day five times a week to persons 60 years of age and older. Approximately 124,000 meals are served each year.

The food is prepared at a kitchen in Bryan and then delivered to persons in Brazos, Burleson, Robertson and Leon counties.

The BVDC also applied to the Criminal Justice Division for a \$13,100 grant to keep a specially trained juvenile officer to help children in trouble.

The council also forwarded an application requesting \$43,827 for a three-year sewing project at the Dyer Vocational Center at Leona, in Leon County. The center would set up a sewing school for retarded persons. The students should be self-sufficient by the fourth year, a spokesman said.

In other action, the council appointed Jim King, drug course counselor for the Bluebonnet Psychiatric Center, to the Regional Drug Abuse Advisory Committee. Council members also appointed Toni Nowlin director of the Alcohol and Drug Abuse Center.

## Annexed land, raised hotel tax voted by Council

After much haggling, raised voices and confusion, the College Station City Council Thursday night decided to annex about 10 acres bounded by Harvey Road, Carter's Creek, Bird Pond Road, Rock Creek Road and the east bypass of Highway 60.

The council considered numerous amendments to the ordinance annexing the land, finally voting to annex the prop-

erty. Mayor, city planner, said the action was necessary to control development in the area.

City Engineer Elrey Ash said difficulties with the flood plain will be encountered in the annexation.

The council also voted 6 to 1 in favor of raising the hotel-motel tax by one per cent, making the tax 4 per cent. Gary Hallock voted against the increase.

The local motel operator said he was for the tax if it was going to serve a useful purpose, but said he would be against it if it wasn't going to be used.

Most of the council members agreed the money will be spent for the proposed civic center and a possible tourist information center in the building.

City Manager North Bardell said the total level is at \$209,318. The money has accumulated over the last four years.

With the increase, one per cent instead of one-half of one percent of the tax money will be used for direct tourist promotions. Other three per cent will go to the civic center.