

The Battalion

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Inside today

This is the season for county fairs, where even bales of hay can win blue ribbons. For more on fairs, rodeos, festivals and October events, see page 7.



"Wheeling" away the time

Battalion photo by Ouina Cochran

Mary Anna Davis demonstrated the art of spinning yarn in front of Rudder Tower Tuesday. Her demonstration was part of the Brown Bag

Seminar conducted by the craftsmen of the MSC Crafts Shop to draw student interest to the Arts and Crafts Center.

Tax office consolidation plan to be presented to Council

By KAREN ROGERS

The possible merger of the College Station and A&M Consolidated tax offices will be presented to the City Council today for an informal vote.

This decision came last night after a meeting of a school board committee and a city council committee to discuss the possibility of the merger.

Discussion was limited to the general aspects of the merger. The details will be worked out before the merger is approved, said Bill Fitch, chairman of the school board committee.

Fitch pointed out advantages of the merger.

"There is a great deal of room for improvement in our (school tax office) system," Fitch said. "A large number of people seem to be dissatisfied."

"The city's evaluation of many of the properties are frequently quite different from the evaluation the school has for them," he said. "This is a source of confusion and discontent."

"We need a standard evaluation of all the property. This would eliminate the discussion of why a certain piece of property is evaluated differently by two separate agencies," he said.

Fitch said the budgets for the two tax offices are \$25,000 a year for College Station and \$91,000 a year for the school.

"It seems to me it all could be done at a lower figure, and would save the taxpayers a lot of money," Fitch said.

Rodney Hill, a school board member, said that "some people may be squeamish about pending suits" when they consider the merger.

Hill referred to the pending suit by some members of the Property Owners Association.

North Bardell, city manager, said the city had requested the use of the school tax

office files for use in a city re-evaluation of property.

The school offered the files at a cost of \$35,000, which College Station turned down, he said.

The merger would provide for common files as well as a common standard of evaluations.

Anne Hazen, a member of the council, said "I think we're all basically for the merger consolidating the two tax offices."

The two committees will go back to governing bodies to consult on the specifics of

the merger. Bardell said that the name of the school district: A&M Consolidated did not give a feeling of unity between the district and the city of College Station.

Fred Hopson, superintendent of the school district, agreed with Bardell. He said he has "thought the same thing as long as he has been in the school district."

Hopson gave his full support in changing the name of the school district, and suggested the name of College Station Public Schools.

Bryan official outlines proposal for merger

Bryan's proposal for merging with College Station will be outlined in a letter to College Station City Manager North Bardell, said Bryan's City Manager Lou Odle yesterday.

The letter is a counter proposal to two letters sent by Bardell to Odle Thursday.

Bardell, speaking for the College Station City Council offered two plans for settling the Northgate sewage problem.

One letter proposed joint financing to overhaul the Northgate sewage system and to improve Bryan's Number One plant to relieve the overload in the Northgate area.

The second letter discussed the possibility of the Brazos River Authority establishing a sewer district that would control all sewage processing for Bryan, College Station and Texas A&M University.

Odle disagreed with the two proposals.

"It is not a workable plan," Odle said of the College Station letters. "The real answer is the possibility of merging the two cities."

Odle claimed that College Station would finance their proposals through federal funds provided on a 3 to 1 basis, the federal government providing 75 per cent of the funds.

Bardell said he had not received the letter as of last night.

"These letters are usually hand carried," Bardell said. "I can't say when I will receive it."

Councilman Lane Stephenson was not surprised when informed of Bryan's intent to send a letter.

"They are always sending us letters," said Stephenson. "We'll just have to wait and read this one."

Kyle Field, medical college topics for Regents

By LEE ROY LESCHPER, Jr.
Battalion Staff

Longtime football and big-time medicine, those were the key words at yesterday's meeting of the Texas A&M University System Board of Regents. The regents approved initial planning work for a 14,600-seat Kyle Field and for construction of the first building of Texas A&M's new College of Medicine.

Those projects headed a board agenda dominated by construction. The board allocated a total of \$347,000 for construction

projects within the University System.

The Kyle Field expansion project was set in motion by a \$175,000 board appropriation for preliminary planning work on the addition. The project, which will add a third deck of seats on each side of the football stadium, will also include construction of a new press box, new athletic dressing and treatment rooms for both men and women, and additional physical education facilities.

The project will cost approximately \$14.6 million with the facilities the regents

have requested, Bill Plots, president of firm handling the project, told the regents Monday.

Funding will come partially from Permanent University Funds and partially from donations to the Aggie Club, the alumni organization which raises funds, through donations, for the athletic department.

Permanent university funds have never been used at the University for non-academic construction and in this case

those funds will be used only for the physical education portion of the stadium expansion, Chancellor Jack K. Williams told the board.

The regents appropriated \$15,000 for the first step in planning for the new University Medical Sciences Building. That building, to house the University's fledgling medical school, is slated for construction across University Drive from the University's College of Veterinary Medicine.

The first class of students in the medical school began classes this semester. Those

students are now using six University buildings to hold classes.

The board awarded a \$826,323 contract to a Bryan firm for renovation of the old agronomy building, which will be used by the College of Science after renovations.

Several appropriations for improvements or additions to facilities on the University's west campus were made by the board, along with a \$83,310 appropriation to begin the first phase of a four-phase project to renovate Hensel Park. The park

renovation is expected to take four years to complete.

Students will be paying an additional \$1 per semester for University health center services. The regents voted to increase the health center fee to \$15 per semester, the maximum allowed by state law. That increase goes into effect next semester.

The regents also agreed on the site for the soon-to-be-constructed women's athletic dormitory. That dorm will be located north of the All Faiths Chapel and west of Sbis Dining Hall.

Property owners to retain local lawyer in suit

Members of the College Station Property Owners Association decided yesterday not to retain Austin attorney Adrian Overstreet for the pending suit against A&M Consolidated School District.

Bill Fitch, a member of the property owners association and president of the school board, said the association felt it would be better to retain a local attorney.

He explained that an attorney from out-of-town would not have local interests under consideration while working on the case.

The other members of the association, Fitch said, felt an attorney from the College Station area would be working in their interests.

Fitch said no one had been chosen yet.

Power needed

Van Hightower stresses need for women's political groups

By CAROLYN BLOSSER

If women want to participate effectively in the political process they must form a powerful political group, Dr. Nikki Van Hightower told a group of students and faculty Tuesday.

In her speech sponsored by Political Forum, the women's rights advocate from Houston blamed lack of political power as the reason why women's issues have largely been neglected.

"Women as a group have been weak politically and have failed to form a power base," she said. "Issues we have focused upon, power we have not. As a result, women have not been taken seriously by politicians and their interests have been largely ignored."

A former assistant professor of political science at the University of Houston, Hightower was appointed in May of 1976 as women's rights advocate for the city of Houston by Mayor Fred Hofeinz.

Controversy began when Hightower attended a women's political rally in Houston. The City Council felt the action inappropriate for a representative of the city.

In an effort to discourage Hightower from keeping her job, the Houston City Council voted last Spring to reduce her salary to \$1 per year.

Hofeinz then rehired her to be on his staff to do the same job as before, only without the official title.

Hightower said women have organized themselves to work outside the political process, leaving the real decision making to those inside the political system. As a result, women have failed to elect women to public office, and also have failed to be considered a voting bloc threat.

She said women need to vote as a bloc in order to elect officials who will meet their concerns.

Hightower blamed psychological forces

for deterring women from seeking political power.

"Power is considered a male trait. To be powerful is to be unfeminine. Society firmly encourages women to remain feminine. Moving out of this identity trap means working against very heavy odds."

She said women tend to fear their own power because of certain derogatory, obscene labels given to women with power.

Another reason why women have avoided the power struggle, she said, is because our culture thinks of "power" as a dirty word.

"The power of another person or group of people has generally been seen as dangerous," she said. "But power does not have to be used to denigrate others or to create structures of dominance."

"Women need power to advance their own development, but that need not limit the development of others. We can use

our power to make full development possible for everyone."

In order to gain political power, Hightower urged women to get involved with women's rights groups such as the Women's Political Caucus, National Organization For Women (NOW), League of Women Voters and the American Civil Liberties Union.

She urged women to become more involved in political elections. She said this is a prime time to bring up women's issues because candidates are interested in making a deal, she said.

"We've got to learn to broaden our sphere of influence within groups and broaden the illusion of influence," Hightower said. "Let candidates know that you are involved with a lot of people in the community. They're always thinking in terms of building coalitions, and putting the right number of votes together to get the vote."

One of the biggest controversies concerning the women's rights movement is the Equal Rights Amendment. Federal ERA has until March 1979 to pass and three more states still need to ratify it. Hightower said she is not very optimistic that it will be passed.

"Ultimately we will have an Equal



Dr. Nikki Van Hightower

Rights amendment in this country — there I think there is no doubt about it," she said. "Ultimately we will have equality in this country, but I don't think anybody today will live to see it."

"I think we're in a long historical process," she continued. "Equality is going to get better. But the day when individuals just look at each other as individuals first and members of a gender group second is a long way off."

TTI conducts survey on transit system

By COLIN CROMBIE

A public transit system could become a reality for Bryan and College Station residents. A survey is being conducted to determine the local need for such a system.

The first part of the \$23,000 survey is a report, now in draft form, by the Texas Transportation Institute (TTI) which includes recommendations for local public transportation and estimated costs.

The survey also includes a questionnaire which was mailed to Bryan-College Station households and which is still being returned.

D. D. Williamson, planning engineer of the State Department of Highways and Public Transportation, said the survey, which started in 1975, was requested by the city because, "We recognize a definite need for some type of system locally."

The need, servicing, cost and funding of such a system are issues that must be reviewed by the city councils of Bryan and College Station, Williamson said.

The TTI report has answered some questions with its recommendations and estimates, but the Steering Committee is not fully satisfied, he added. Voting members of the Steering Committee are the

mayors of Bryan and College Station, the county judge and the district engineer.

TTI recommended a fixed-route system, with 17 passenger buses, coming within a quarter-mile of 90 percent of the households in Bryan-College Station.

TTI estimated the initial capital investment to be \$565,000 for the 17 buses and \$250,000 for maintenance shops and equipment. TTI also forecast an initial \$200,000 deficit in the operation of a public transit system.

Passenger fare would be 50 cents during peak hour periods and 25 cents at other times.

Williamson said that federal funds are already earmarked to pay for 80 percent of the capital investment (\$652,000) and 50 percent of the deficit (\$100,000). State funds would cover 13 percent of the capital investment (\$106,000). Local expenses would be seven percent of the capital investment (\$57,000) and the remaining half of the deficit.

"All transit systems operate at a deficit," Williamson said. "The joint city councils face the problem of who pays the deficit — the two cities or the county," he added.

The Steering Committee has questions

that are not answered by the TTI report, Williamson said. Could Bryan-College Station buses be serviced by the existing maintenance shops of the local school system? Are there other means — such as efficient car pooling — that would satisfy the local need at a cheaper cost? What alternatives are there for financing an unpredictable future deficit? How would welfare rolls be reduced if people could be moved to and from work?

Another question concerns the operation of a public transit system. The system could be run by one of the cities or by Brazos county. By drawing up a management contract, the cities also could buy the equipment and lease it to an operator, with the cities guaranteeing to pay the deficit, Williamson explained.

The results of the local household questionnaire will indicate the possible use and support of a public transit system in the Bryan-College Station area.

Williamson said that about one-fourth of the questionnaires have been returned. He added that one day's sample indicated that 8 percent of the respondents would be active riders and 60 to 70 percent would support a system.

He said that a local system would mainly service "the low income transit-dependent." It would also cater to "those who, rather than buy a second car would opt for public transit," as well as the elderly, invalids, schoolchildren and Texas A&M students.

"I can see a lot of student needs not serviced by the shuttle bus system," Williamson said. He said shopping trips by students without cars are examples of this need.

According to a TTI survey of transit systems in Texas, riders are mainly people without personal transportation.

Williamson said the subject will be on the agenda for the Steering Committee meeting on Oct. 7. It will probably be sent before the joint city councils, he added.

The ultimate decision, he said, lies with the two city councils and the county commissioner's court.

"I think ultimately the Bryan-College Station area will have to have a public transit system," Williamson said.

Thursday's Battalion will include a look at existing public transportation services in Bryan-College Station.

Northgate businesses opposed to being annexed by Bryan

By MARK POWER

College Station and Bryan have yet to agree on a solution to the Northgate sewer controversy. But Northgate businessmen agree on one aspect of the complex issue. They do not want to be annexed as a part of Bryan.

The city of Bryan has informally suggested that the sewer problem and other community problems can be resolved by a merger of the two cities. Northgate businessmen are opposed to that idea.

"You'll never make Northgate a part of Bryan," said Hugh Holick. Holick is a member of the family which runs Holick Boot and Shoe repair in the Northgate area.

"Bryan and College Station are bicker-

ing over utilities in general."

Holick said that the Northgate area grew up from trade with the students and faculty of the University. Holick believes that Northgate is an integral part of the University community, not a part of Bryan.

Another member of the Holick family, Johnnie Holick, thinks Northgate is a part of the tradition of Texas A&M.

"Northgate was the first shopping center A&M ever had," said Johnnie Holick. "We are traditionally a part of A&M."

Holick went on in favor of a compromise between the two cities that would keep the sewer line operating as it is today.

"I'm in favor of negotiations to keep this situation like it is," said Johnnie Holick. "I

(See Controversy, page 8)