

THE BATTALION CLASSIFIED

CAMPUS NAMES

Miller receives

F. C. Bolton award

James Miller, Texas A&M graduate student from Marshall, Thursday was named the F. C. Bolton Award winner in electrical engineering.

Miller received an engraved watch, \$125 and the addition of his name to the Bolton Award plaque.

Presentation was made by Dr. Robert D. Chenoweth, assistant head of the electrical engineering department.

Miller, who completed undergraduate studies last December, was chosen by the faculty on scholarship, leadership, service and potential as an engineer.

The award honors the late Dr. Frank C. Bolton, Texas A&M president, engineering dean, electrical engineering professor and department head.

Each of the three graduate seniors selected had maintained high grade point ratio at Texas while achieving recognition in activities, officials said.

Lacy, a physics major, was a Texas A&M's 1977 Rhodes Scholar nominee.

Atmar is a candidate for bachelor's degree in biology, Richardson, in chemistry.

Seniors honored for excellence

Robert Atmar of Corpus Christi, Loren Richardson of Houston and Robert Lacy of Lake Charles, La., were named outstanding graduating seniors in the College of Science at Texas A&M University.

Two faculty members, Dr. Rod O'Connor of chemistry and Dr. Carlton Mason of mathematics, were selected by the College of Science Student Council for plaques recognizing excellence in teaching and student relations.

Paul Biemer, graduate student in statistics and former San Antonian, received the W.S. Connor Award

for outstanding doctoral candidate performance.

During the ceremonies, Connor was formally presented medal and \$1,000 accompanying Manufacturing Chemists Association teaching award given nationwide. John Fils, chairman of Merichem Co. in Houston and member of the MCA, officially gave the prize award earlier this spring.

Woodhams gets journalism honor

Mary Alice Woodhams, daughter of Mr. and Mrs. Richard Wood of Houston, has been selected outstanding journalism graduate senior at Texas A&M University.

The honor, given annually by the Society of Professional Journalists awarded to the student who demonstrated superior journalistic ability, outstanding integrity character.

Woodhams has served the year as managing editor of "The Battalion" and was an intern at the Dallas Times Herald.

She will be joining the staff of Fort Lauderdale Sun-Sentinel after graduation this spring at Texas A&M University.

Buses: answer to car problems

Automobiles in and around major cities will eventually strangle themselves, and a short-term people transportation answer must be found.

In Texas, the alternative to cars will be rubber-tired busses, authorities agree.

Basic mass transit changes are suggested in order to get people to use busses, research has shown.

"On the whole, the public in Texas is convinced busses are cheaper than cars," said Dr. Patricia Knight Guseman. She is in a two-year study of the sociology of mass transit. The research aims include determining people-perceived transit needs and identifying population segments that will use busses.

Guseman said part of the bus transit acceptance problem stems from inaccurate perception of mass transit by potential users, and part of the problem lies with transit operators.

She believes efforts in the latter will go far in correcting many people's views, given that most consider bus riding the less expensive choice.

"So many transit systems are oriented toward efficient operations, rather than public use," commented the Texas Transportation Institute assistant research sociologist.

Cost and safety were pluses given bus transit by people in a survey. Researchers made aboard transit vehicle surveys in Waco and Beaumont. The 12-item comparison of buses to cars favored private vehicles for punctuality, simplicity, modernity, comfort, speed, enjoyability, reliability and, as might be expected, convenience and flexibility.

But the research team, working under State Department of Highways and Public Transportation funding, believes four of the 10 negatives can be enhanced with feasible service developments and promotion.

"These are convenience, simplicity, enjoyability and status," Guseman said. Convenience was viewed by the majority as the biggest reason

to stay with cars, where possible, lowered by flexibility.

Factors of convenience include routes, bus frequency, bus stations, night and weekend service transfers and fare change among others. The sociologist tends some of these can be done within budget limitations.

Efforts to reduce waiting time or cut the average distance to stops would be highly expensive. "Simplified directions, how to get and where to get off to get to a desired destination, would increase average person's use," Guseman said.

Personal security is one of some people prefer a car over transit.

"This is a perceived problem substantiated by facts," she said.

Socioeconomics (lack of personal use of a car), the nearness of route to home and a positive bus riding compared to driving were found to be key reasons for use. Older people and blue-collar females are prime adult market segments, Guseman said, "but male-female dichotomy is just a part of the socioeconomic picture."

"One sociologically interesting thing from the surveys is that few segments of the Texas population consider using bus transit in the future," she added.

But rider levels are constant, allowing an upward surge in 1974 to the energy crunch. Transit authorities are convinced that couple of years, energy prices will bring ridership levels above of 1974.

In number of urban trips to Houston leads in making the way to bus transportation. Dallas, second and Lubbock had a recent percent increase. They are among Texas cities with transit operators. Since 1950, 20 have discontinued service.

Increasing freeway congestion, higher fuel prices and mass marketing devices, such as subscription and park-and-ride services, cause more people to park and take the bus, the report said.

Probability of 'cloning' a person is unlikely

By K. MACK SISK
United Press International

SAN ANTONIO, Texas — Despite all the discussion of the cloning of a human being, the actuality probably is a long, long way from happening, a researcher at the University of Texas Health Science Center says.

"Cloning is nothing new — scientists have been cloning bacteria and plants for years," said Dr. Edward G. Rennels, chairman of the Anatomy Department.

"The term 'clone' comes from the Greek word meaning 'young shoot or twig' and originally was used to refer to the part of a plant which was used to start a new plant.

"A clone is a colony of cells derived from a single parent cell. Clone also refers to groups or colonies of individual organisms which have arisen from a single individual by a sexual reproduction."

But Rennels maintains the technology, equipment and sophisticated techniques necessary to clone an entire human being probably are not available yet.

Rennels, who has been studying the anterior pituitary gland for several years, recently received a three-year renewal of a grant from the National Institute of Arthritis, Metabolism and Digestive Diseases to continue his investigation into cloning clones of prolactin-producing cells taken from the pituitary gland of the rat.

The scientist began working with pituitary cell clones in an attempt to define the factors which regulate production of prolactin, a hormone stimulating milk production in a breast.

"In order to study the function of certain cells types, such as those that secrete this hormone, we need to be able to separate a group of these cells from the other kinds present in the pituitary gland, then grow them in a culture for longed periods of time," he said.

SPECIAL NOTICE

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You may begin picking up your Graduation Announcement Orders April 12th in the Student Program's Office, Room 216 A&B, MSC, Monday thru Friday, from 8:00 to 5:00.
Extra Announcements will go on sale April 17th in Student Finance Center, Room 217, MSC at 8:00 a.m. on a first come, first serve basis. Our hours are from 8:00 to 4:00, Monday thru Friday.

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