

# Quick action aids comatose children

United Press International  
BALTIMORE — Doctors at Johns Hopkins Hospital report children with severe head injuries may emerge from comas in good shape if given quick and aggressive care.

"It's very important for these children to be cared for in an intensive care center which doesn't give up," said Dr. John Freeman, director of pediatric neurology at the hospital's children's center.

Freeman reported the results of a study — the first of its

kind at a seminar Tuesday marking the opening of a \$42 million psychiatry and neurosciences center at Johns Hopkins Medical Institutions. The findings — which contradict some textbooks — will be published soon in a medical journal.

Hopkins has Maryland's pediatric shock-trauma center. Freeman said is the only statewide pediatric trauma center in the nation.

He and his associates examined a total of 46 children with head trauma over a four-

year period. Twelve died soon after being admitted and of those, Freeman said, four had no signs of life when they arrived and five had major injuries to other organs as well as the head.

The 34 who survived severe head injuries remained in coma an average of 15.5 days.

He said 21 children, 62 percent of the survivors, recovered with no brain damage. Seven had mild behavioral or learning problems after recovery and three now have moderate handicaps but retained normal intelligence.

Only three children suffered severe brain damage, Freeman said.

Freeman and Dr. Melvin Epstein, associate professor of neurosurgery, credited rapid transport to the hospital from the accident scene, X-ray scans to detect correctable injuries and quick action to reduce pressure on the brain for the successes.

## Warped



by Scott McCullar

## Drainage patterns change

# Workshop studies floods

by Kelly Krauskopf  
Battalion Reporter

Flooding and drainage problems have become a major concern for the Southwest and Bryan-College Station. To study the problem, the Texas Engineering Extension Service held a workshop this week at Texas A&M University.

John Mason, workshop coordinator and a civil engineering professor at Texas A&M, said the purpose of the workshop is to alleviate flooding problems and to develop new approaches of managing stormwater and drainage.

Mason said one cause of the flooding problem in the Southwest region and in Bryan-College Station is the rapid rate of development.

"We have to realize that whenever we develop, we change the natural drainage pattern, and that's what we are worried about," he said.

Mason said that because of the rapid development, the water is reaching its runoff point at a much faster rate.

"When there was less development, the water had time to sink in the ground or move along its channel," he said. "But when development starts, the water reaches the creeks and rivers much faster."

Elrey Ash, director of Capital

Improvements in College Station, said the Bryan-College Station area has numerous flooding problems.

One of the major problems in College Station, he said, is the Monaco Apartments on Redmond Drive.

"These apartments usually flood between one and two times

make sure that the after development (rate) does not exceed the before development (rate)," he said.

Mason said another way of controlling stormwater is to capture the water in a holding pond and let it run out at a controlled rate.

College Station has already developed several areas which use holding ponds.

The Post Oak Mall and the Kroger-TG&Y center both have bowl-shaped parking lots designed to serve as holding ponds. Ash said the pipe work has been designed to carry the surface water at a controlled rate to surrounding creeks.

"What the engineers have done is sub-sized the pipes or made them smaller so that the parking lots can serve as a detention pond," Ash said. "The pipes carry the water at a slower rate to slow down the drainage to downstream properties. This way water buildup in the creek is not as rapid."

Mason said methods to solve future drainage problems are hindered by the lack of federal funding.

"The real reason for arranging the symposium is the federal government doesn't have the money to come in and help," he said. "We have to start looking out for ourselves because we aren't going to get all that federal support that we thought we were getting."

Surface water in the Bryan-College Station area flows into the major creeks then drains to the Navasota River and eventually ends up in the Brazos River.

Mason said controlling the runoff rate of stormwater also is a major problem.

"Our concern is slowing the drainage into the Brazos River," he said. "The rapid runoff rate is what ultimately causes flooding."

A good way to manage the stormwater, Mason said, is to keep the post-development rate equal to or less than the pre-development rate.

"We don't say that you should not develop, but from a drainage point of view, we need to

"We don't say that you should not develop, but from a drainage point of view, we need to make sure that the after development (rate) does not exceed the before development (rate)," — John Mason, flooding workshop coordinator.

a year," he said. "By flooding I mean water in the dwelling, not just in the back yard."

Ash said the apartments are built in a flood plain which makes them susceptible to water during a heavy rain.

"At the time the apartments were built, the city had no ordi-

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## St. Mary's Catholic Church Fall Festival

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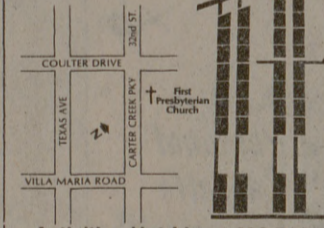
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## Railroad mishap occurs

United Press International  
VIVIAN, La. — Ten cars of a Kansas City Southern train derailed between two northwest Louisiana cities and caught fire Wednesday. It was the second train derailment in the state in 15 days.

No injuries or explosions were reported and officials said the fire appeared limited to two cars carrying plywood and tires.

"The fire was quite a ways from flammable liquids on the train," Caddo Parish deputy Eddie Kemper said. "KCS assures us there's nothing major in the fire and the situation is under control."

"There's no immediate danger and we don't plan any type of evacuations. We have our units from hazardous materials on the scene at this time."

The train toppled from the tracks about 3 miles north of Vivian, La., in a sparsely populated area along Louisiana 1, he said.

There were no reports of leaking or burning chemicals.

Forty-three cars of an Illinois Central Gulf train derailed Sept. 28 in Livingston, triggering a major fire and four explosions that forced 2,500 residents to stay away from home for two weeks.

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