

Animal welfare activist urges officials to act

United Press International
MIDLAND — A federal judge's refusal to assume jurisdiction in a case involving dying horses in central Texas indicated the need for state officials to get involved, a animal protection spokeswoman said.

Ingrid Newkirk, director of People for Ethical Treatment of Animals in Washington D.C., said during a telephone interview that her primary concern was to convince Gov. Mark White and the Texas attorney general's office to act.

Her comment came after U.S. District Judge Lucius Bunton of Midland told an attorney for two other Washington-based animal groups to file their requests with the state district court in Falls County.

Bunton said federal court did not have jurisdiction in the case. Attorneys for the American Horse Protection Association and the Fund for Animals had asked for a temporary restraining order to ensure food and care for the animals.

Animal welfare activists have

said horses brought to Texas as part of a commercial venture gone bust were starving. Russ Gaspar of the AHPA said the two groups had asked to be appointed guardians of the horses.

The two groups also asked that a Texas A&M University veterinarian be appointed to oversee care of the horses, which are on private property. Falls County ranchers have sought a grand jury investigation of Horses Unlimited.

The company sold the horses to ranchers who were to fatten the animals and then sell them back so they could be slaughtered and sent to the European market.

Gaspar was enroute back to Washington and unavailable for comment, a spokeswoman for his office said.

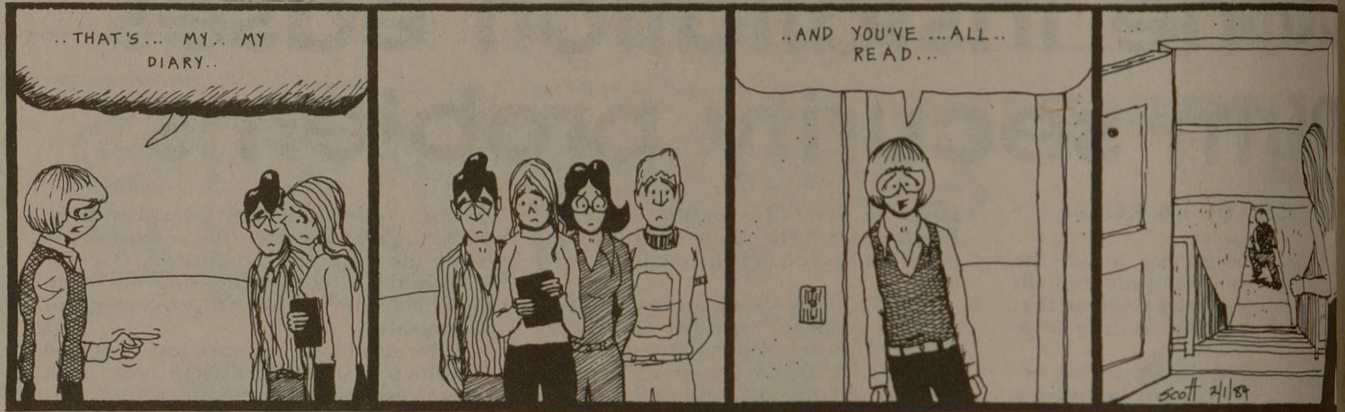
"Our position of course is that the governor could act and needs to act. The state attorney general needs to appoint a special prosecutor," Newkirk said.

Texas law gives state officials the right to send veterinarians onto private property to care for neglected animals, she said, adding her organization had both phoned and written state officials.

"I would think there is probably more foot dragging in Austin than we have seen up here for a long time," Newkirk said. "I'm hoping that any minute now some political impetus will impel them to move."

She said her organization had spent \$14,000 in the case since it got involved on Jan. 16.

Warped



by Scott McCulloch

Company sues to halt takeover

United Press International

HOUSTON — Houston Natural Gas Corp., in a double-barreled offensive to prevent a takeover by The Coastal Corp., Tuesday filed a lawsuit to halt Coastal's purchase of its stock and counter-offered to buy outstanding shares of Coastal's common stock.

A spokesman for Coastal said the firm had no immediate comment on HNG's actions.

"The HNG board is determined to take all appropriate steps to prevent Coastal from taking control of HNG and to protect the interest of HNG, the HNG shareholders, the employees, customers and suppliers of HNG, the communities it serves and indeed, the state of Texas," said M.D. Matthews, Chairman of HNG, a Houston-based Texas gas distributor.

"It is unfortunate that Coastal launched its hostile offer for HNG without even having had

the courtesy to speak to us," Matthews said.

Coastal's subsidiary, Colorado Interstate Co., Friday mailed an offer directly to HNG shareholders with the goal of purchasing 45 percent of the firm's outstanding stock at \$68 a share. CIG already owned about 5 percent.

On Tuesday, HNG filed a federal lawsuit against Colorado Interstate, Coastal and Coastal Chairman Oscar Wyatt seeking an injunction to prevent the defendants from acquiring or attempting to acquire any shares of HNG's common stock.

In its offer, HNG offered to buy any and all shares of Coastal's common stock for \$42 per share, effective Wednesday. The offer was scheduled to expire Feb. 29.

The action was authorized during a two-day meeting of HNG's board of directors, which rejected Coastal's offer.

"If our businesses are to be combined, we believe that it is in the best interest of our shareholders that the combination take place on the basis that we propose, rather than under Coastal's coercive and deceptive two-tier offer in which Coastal's banks are acting as co-venturers," Matthews said.

HNG's board of directors said it expects Coastal's offer to be the first step of a two-step takeover in which the remaining share of HNG might be purchased at a price lower than \$68 a share.

In its federal lawsuit, HNG alleges that Citibank and Bankers Trust Co., by virtue of "highly unusual terms of their credit agreement" with Coastal, have acquired a beneficial economic interest in HNG shares owned by Coastal as well as control over the terms of both the Coastal offer and any "second step merger" transaction. As a result, the

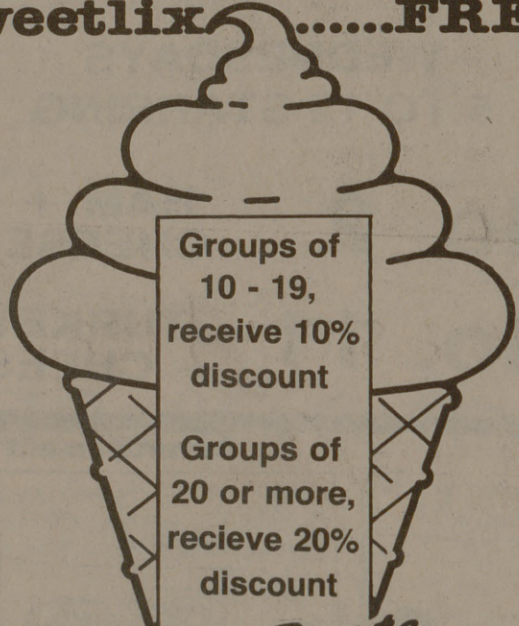
lawsuit alleged the banks "co-bidders" with Coastal in violation of the New York Banking Law and laws.

HNG's lawsuit alleged that the federal securities laws and Coastal illegally failed to disclose other numerous matters relating to the coastal offer.

"HNG customers, many of whom are also investors in Coastal's history of past failures under its gas sales agreements, will look to HNG for a resolution of their claims against the detriment of HNG's remaining public shareholders," an HNG statement said.

Wellington Oster, spokesman for Coastal, said "The Coastal Corp. will file any statement until the board of directors has the opportunity to review developments and the appropriate filings have been made with the Securities and Exchange Commission."

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Prof studies tank truck sloshing

By JANET M. DUBOIS
Reporter

Dr. Jack Lou is an engineer, but at the moment his interest is in a different wave, those inside tank trucks.

Lou, head of the Dept. of Ocean Engineering, is concentrating on tank truck sloshing for good reason: they are involved in serious accidents.

The wave motion in tank trucks is called sloshing and under some circumstances cause drivers to lose control of their vehicles, wave across highways and cause crashes.

Waves are created in liquid cargoes like milk and are disturbed, Lou says, by impact of such waves in unpredictable fishlike patterns. Flammable liquids, Lou says, have a higher chance of igniting when sloshing occurs.

Lou said the force of impact depends on tank truck type and depth, frequency and internal structures. Controlling the wave will stabilize the truck and lessen the safety hazard, Lou says.

Lou has used mathematical models, formulas, graphs and simulated small tanks to study the problem.

Part of the solution may be to build liquid structures in the tanks, and the rest of Lou's design given to engineers who create safer structures.

Lou says he and Dr. and professor John have submitted reports to sponsor, the Department of Transportation.

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