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Researchers, industry discuss solar energy

WARRD

WALDO

AUSTIN (AP) — Solar cars, cow manure-driven power plants and sun-fueled space capsules are just a few of the ideas slated for discussion this week in Austin at the National Solar Energy Conference.

The four-day event, which organizers say is the largest solar conference in the world this year and the biggest ever in the United States, combines the nation's two major re-

newable energy organizations. The conference is expected to draw 700 to 900 participants and link 3,600 professionals in the American Solar Energy Society with 260 companies of the Solar Energy Industries Association.

"I think it will stimulate some more cooperative efforts between researchers, engineers — that type of people — and industry," said Larry Sherwood, executive director of the ASES

He said that after years of neglect under the Reagan administration, solar energy is taking its place in the sun as the new Department of Energy and Environmental Protection Agency encourages research and

marketing.

Bruce Hunn, chair of ASES's annual conference, said the gathering will show manufacturers and distributors the latest research, which foreshadows products of the future.

"At the same time, when (they) can talk to the manufacturers, researchers then are able to gear their research in more practical ways," said Hunn, who is with the University of Texas at Austin's Center for Energy Studies.

The conference, which runs March 19-22, will feature general sessions, technical workshops and facility tours. Educational exhibits will be at Palmer Auditorium, while industry and commercial presenta-tions will be at the Hyatt Regency

Hunn said he hopes to spark interest in solar products, like home water heaters. He said curiosity about solar power is on the rise because of concern about global warm-

ing and pollution.

"People realize that global warming is exacerbated by the use of fossil

fuels, and they start to think, 'What can I do about that?' "he said.

Linda Ladas, director of programs for the Solar Energy Industries Association, said there is "a renewed interest on Capitol Hill and a renewed interest in the United States from consumers" in solar en-

She said a creeping rise in energy costs combined with environmental concerns surrounding the use of nuclear energy and fossil fuels should help the \$30 million-a-year renewable energy industry grow steadily.







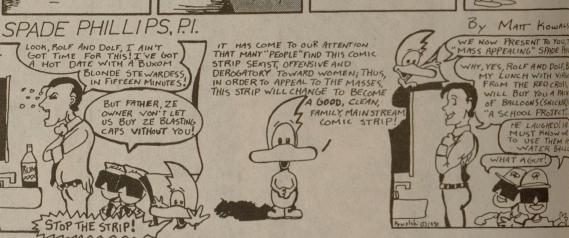


KEVIN THOM









Board suspends license of doctor after wife dies from liposuction

Medical Licensure and Supervision has suspended the medical license of an Oklahoma City doctor whose wife died after he performed liposuction on her.

The body of Sharon Reynolds, after the fat-suctioning procedure, appeared "unusual and different from anything I had ever seen in 24 years of practice," chief state medical examiner Dr. Fred B. Jordon said Satur-

The state medical board met in emergency session Saturday to review the liposuction Mrs. Reynolds re-ceived from her husband, Dr. Joe Bill Reynolds on

Mrs. Reynolds died at an Oklahoma City emergency room after the liposuction at her husband's south Okla-

homa City clinic, authorities said. An autopsy report said the liposuction caused fatal

Jordan said Saturday the death was the first held seen from liposuction.

Officials from the State Board of Medical Licens

and Supervision said public health and safety cond were the factors that justified calling the emerger

A full board review of the complaint against & nolds is set for June 8.

In a session before the emergency hearing Saturday.

the medical board restricted a Guymon doctor's abili to prescribe controlled drugs.

Dr. Manuel Joseph Ramirez may prescribe or admister controlled, dangerous drugs only to hospital tients, the medical board said.

The restriction is a new stipulation in a three-probation the board set for Ramirez earlier.

A Texas County jury acquitted Ramirez last months charges alleging that he prescribed unnecessary drugs

Workers strike may delay bus company's rebound Greyhound owner vows to remain optimistic

DALLAS (AP) — Greyhound buses have traversed America's landscape since 1914, when a Swedish immigrant paid \$600 for a fancy Hupmobile to haul miners from Hibbing, Minn., to a saloon 10 miles away in Alice. In the 76 years since, the company has changed own-

ers several times and evolved into the only nationwide bus company, blessed with widespread recognition but troubled by high costs, low profitability and labor un-

Its current owner says the latest strike, the second walkout in seven years, may delay but won't stop the company's rebound.

We were rebuilding what had become a very weak resource," Chairman Fred Currey said. "We were right on track and this is an interruption of that rebuilding process, there's no doubt about that.'

The drivers union struck March 2 and Greyhound has been operating at reduced levels since, using permanent replacements and nonstrikers.

Currey led the investor group that bought the bus company from Phoenix-based Greyhound Corp. for \$270 million in 1987. Four months later, he bought Trailways Lines Inc. for \$80 million and merged the two under the Greyhound label.

He has made the combined company a personal campaign, traveling the country appealing directly to employees to help restore Greyhound. In some meetings, he emphasizes teamwork by having employees stand

"Middle income and lower income people in this country don't have any other intercity transportation, and I can take great satisfaction in being part of an organization that fulfills that need," Currey said in an in-The strike has not altered Currey's personal ap-

proach. The first day, he left his Dallas skyscraper office and walked to the bus terminal nearby where a few drivers were picketing, some carrying "Drop Dead

"They're good people," Currey said, "although few of them understood our contract proposal, and I must say I'm fearful they do not understand what a permanent replacement means.

He has returned to the Dallas picket line at least once and last Monday rushed to Jacksonville, Fla., where eight people were injured in a sniper attack on a bus. Currey worked the terminal crowd, thanking people

for traveling Greyhound and hopping a bus himself for a ride to Orlando. "I took the trip because I thought it was important for Greyhound people not to be intimidated," he said.

What is now Greyhound Lines Inc. traces its ancestry Carl Eric Wickman, a Swedish immigrant who in 1913 bought the Hibbing, Minn., Hupmobile dealer-

ship. After he couldn't sell a particularly well-appointed,

eight-passenger Hupmobile — complete with copper-clad headlights and brass radiator cap and crank handle he bought it himself for \$600 and began charging iron ore miners 15 cents for a one-way, 10-mile trip between the Hibbing firehouse and a saloon in Alice. A

round trip cost a quarter.

Wickman sold and then repurchased the company, eventually moving it to Duluth and later Chicago as a network of regional bus companies came under the Greyhound umbrella.

For a time in the '50 and '60s, the company's mascot was a purebred greyhound, wearing a jeweled tiara and named "Lady Greyhound.

By the time it moved from Chicago to Phoenix in 1971, the company had been condensed into one system as Greyhound Corp., a manufacturing and financial conglomerate.

"The company's recent contract offers have demonstrated once again that the reward Greyhound had in mind for its employees amounted to millions for management and pennies for the people who drive and maintain the buses and for the office workers who ensure the efficient operation of the Greyhound system."

> - James La Sala, president, **Amalgamated Transit Union**

Greyhound officials point to 1983 as the beginning of the bus system's decline because the bus industry was deregulated and the company went through a bitter, 47-day drivers' strike.

Four years later, when Currey and others bought the company, he won an agreement from the union for a

22 percent wage cut. Now, things have changed.

"The company's recent contract offers have demonstrated once again that the reward Greyhound had in mind for its employees amounted to millions for management and pennies for the people who drive and maintain the buses and for the office workers who ensure the efficient operation of the Greyhound system," James La Sala, international president of the Amalgamated Transit Union, said.

Lawmakers ponder fate of Fort Hood

WACO (AP) — Uncertainty about the future of Fort Hoods 2nd Armored Division stem partly from lack of coordination U.S. Sen. Phil Gramm says,

The lawmaker said Saturday that he and U.S. Rep. Marvin Leath, D-Waco, would try to mee this week with the secretary of the Army and the Arms Control and Disarmament Agency to darif the situation.
"We are going to nail down

where we are and agree on a joint strategy with one objective—in to protect Central Texas from the impact that would clearly occu costing us thousands of jobs and generating a fallout of millions of dollars in negative economic impact, if we deactivated the 2m Armored Division and did no have troops to replace them with on any kind of timely basis. Gramm said.

He said confusion about their sue is not intentional.

"It is a question of the right hand not knowing what the left is

doing," he said.

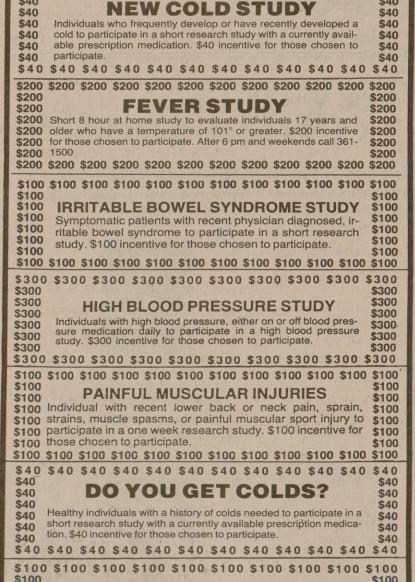
Defense Secretary Dick Chi ney has recommended that the 2nd Armored Division at For Hood be dismantled under larger base-closing proposal an nounced in January,

During a briefing on a new semiconductor program at Texas State Technical Institute Gramm, R-Texas, said he is concerned about reports that troop

withdrawn from Europe won't be reassigned to Fort Hood. Maj. Gen. John Greenway, the Army's assistant deputy chief of staff, gave written testimony of Wednesday to a House commi tee that "contained a presumption or a policy" that the Conventional Forces in Europe tream would deactivate troops as the came home instead of reassigning

them, Gramm said. Gramm said he and Leath have an alternative plan if troops returning from Europe can't be re

assigned.



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