

Friday, April 20, 1990

Doctor blames exploitation on trust Speaker discusses mystery behind sexual bet rayal

By KATHERINE COFFEY
Of The Battalion Staff

Sexual exploitation occurs when women trust powerful men, whose integrity is frequently taken for granted, a psychiatrist from San Francisco said at a seminar Thursday night.

Dr. Peter Rutter, a psychiatrist of the University of California Medical School, spoke about how men in power, such as therapists, doctors, clergymen and teachers, betray women.

"Men feel powerful, but vulnerable, when a woman's forbidden zone becomes available," Rutter said.

Rutter, who is also a faculty member and a chairman of the Ethics Committee of the C.G. Jung Institute, discussed the mystery of why so

many men in the professional world engage in crossing the forbidden zone.

Rutter talked about the sexual involvement between men and women that is the topic in his 1989 book called "Sex in the Forbidden Zone."

In Rutter's book he said, "Seventy percent of psychiatrists have had at least one patient who had a forbidden-zone relationship with a former therapist, 20 to 30 percent of female university students have been approached sexually by professors and 13 percent of physicians have sexual involvement with patients."

Rutter had experiences of a near sexual relationship with a female patient about 20 years ago, which was one of the reasons that led him to start writing his book.

"In one moment it seems so easy to cross the forbidden line, (but

something holds me back," he said. "The ones who have sexual relationships with patients make damages to the patients."

Men who have never crossed the invisible line, he said, have a sense of envy for their colleagues who do have these types of relationships.

"These moral men usually won't cross the forbidden line, but they will make themselves believe that one day they actually will live out these fantasies," he said.

These men generate a view (of having these relationships) that lowers resistance of moral men, Rutter said, and men won't give up resistance until they find other ways to satisfy themselves.

Rutter also focused on the female experience and the different stages they go through after going past the

forbidden zone. He said they first grow to trust men and give up control of their boundaries. He said females at the deepest level know that destruction is taking place, but they feel the threat of losing connection with men.

"This is post traumatic stress the female often lives with for a long time, even years," he said. "They feel that their original wound is intensified and they have a returned state of woundedness and hopelessness."

In the first act of sex, Rutter said the man has destroyed his strength to help the female and is even more vulnerable.

Rutter said that men are now looking for a way out of their own abusive patterns and that the problem of sexual exploitation can be helped when people are not passive bystanders anymore.

Moving mountains

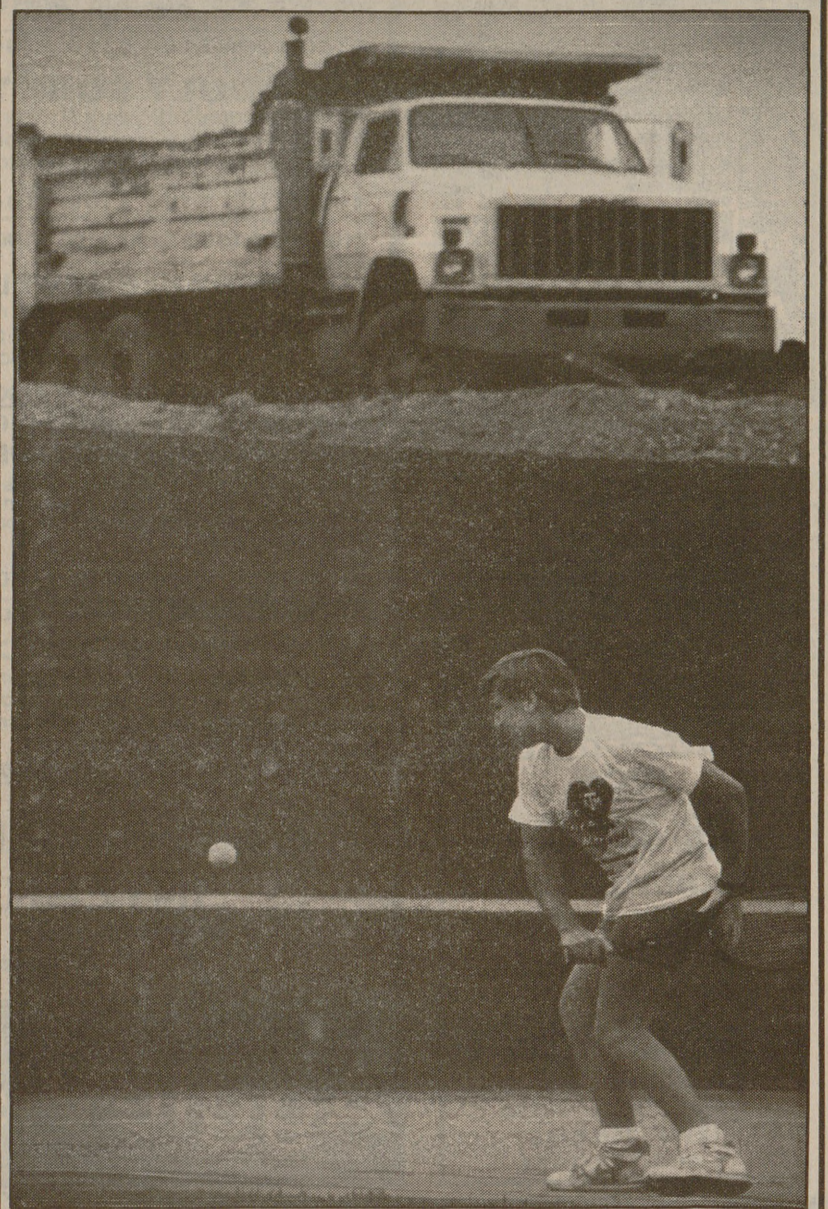


Photo by Jay Janner

Stephen Drennan, a freshman agriculture economics major from Fort Stockton, practices his strokes at the A&M tennis courts Thursday as a crew overhead builds the new Mount Aggie. The old one is being replaced by a parking garage.

Protester parks wheelchair to block bus

By JAMES LOVE
Special to The Battalion

A Texas A&M graduate of computer science was arrested Tuesday when he parked his wheelchair in front of a Brazos Transit System bus in protest of treatment of the disabled.

Charles Schoonover, 26, was charged with obstructing traffic after delaying the bus more than 30 minutes.

Schoonover, who was shot and paralyzed by an intruder in 1982, said he was protesting that the regular bus system has no facilities to pick up disabled citizens.

"They have a special bus system to pick us up, but reservations have to be made a day in advance and I have no phone," he said. "Not only that, but it costs \$1.25 to ride it instead of the standard 25 cents. There should be no reason why I can't ride the regular bus."

Schoonover said he could get on the bus with no special facility, but the transit system would not be willing to wait long enough to get him in.

"Last week I was left in the rain at Post Oak Mall," he said. "I tried to get on the bus, but when the driver called in, I specifically heard the dispatcher on the radio say to leave me there because it would put the bus too far behind sched-

ule to wait for me.

"This is my Tiananmen Square," he said.

Schoonover said he had an appointment last week with College Station Mayor Larry Ringer to discuss the matter. He said the mayor refused to take any responsibility for the situation.

"I just don't understand how they can plan all these multi-million dollar projects but can't let me ride the regular bus line," Schoonover said.

John McBeth, administrator of the Brazos Transit System, said that everything possible is being done to accommodate the handicapped in Bryan-College Station.

He said wheelchair lifts are not on any of the trolleys or buses because they simply do not work on those vehicles. The problem is money, he said, and this transit system does not have the budget power to make any drastic changes.

"What we do have is six handicap vehicles that operate on a 24-hour basis with trained drivers that will take them anywhere they wish and pick them up," McBeth said. "We ask them for a reservation in advance for the convenience of the passengers since they are usually full. However, if we have room, we answer immediate requests."

McBeth, who also is a member of the mayor's committee of the handicapped, said Bryan-College Station is one of only three or four in the

country that even have this sort of taxi service for the handicapped.

"Austin is the only city in the United States that has a complete line of buses that are handicap ready," he said. "However, they had to give up their door-to-door service."

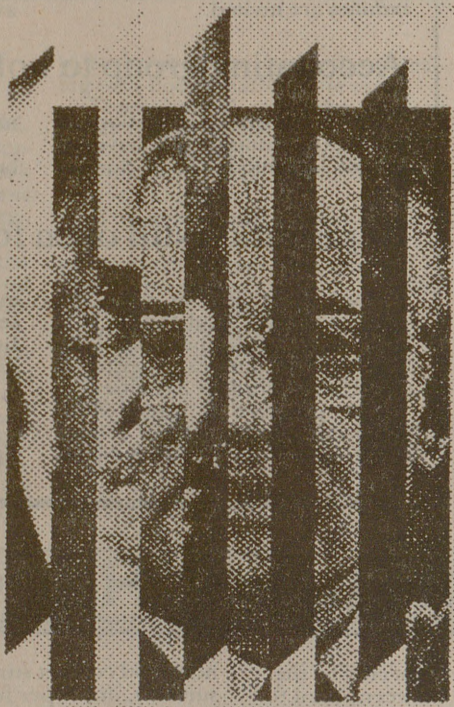
McBeth said that about half of the handicapped want door-to-door service while the other half would prefer regular line accessibility. Another problem with the bus line is that many of the handicapped are severe cases who need special attention. The more severe handicapped need the trained assistance of the door-to-door service, he said, and this would have to be canceled if the regular bus lines were given wheelchair lifts.

"Right now it appears that the Bush Administration is moving toward passing the American Disability Act which will require accessibility for the handicapped — in which case we would have federal funds to help us make the necessary changes," McBeth said.

In the meantime, Schoonover said that he probably will continue his protesting.

"They take my taxes legally, and then won't let me ride the bus," he said. "Am I a human or not?"

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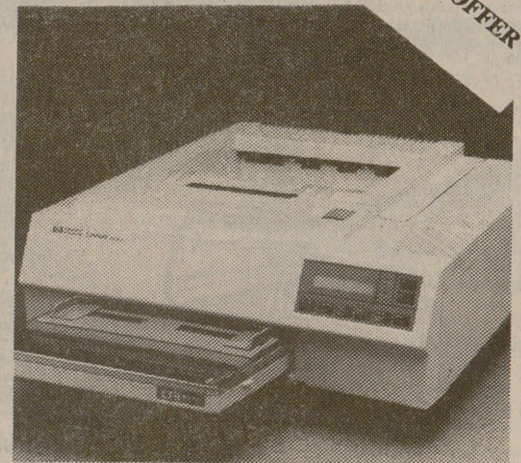
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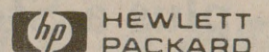
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