

Train

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"Every day, there is a tremendous flow of A&M professors traveling between Austin and College Station," Roop said. "You can't do anything while driving for two hours. The train will free passengers to eat, sleep, read or work without the hassles of driving."

Roop estimated that during its peak ridership, the rail line would transport 14 million people per year. "It'll ease the constraints in doing business with the rest of the state," he said. "In effect, it'll reduce the size of Texas."

"The train would be perfect for buzzing up to Dallas (70 minutes) or going to Austin to watch the Aggies play U.T. (35 minutes)," Roop said. Travel time from Bryan-College Station to San Antonio is estimated at 80 minutes; 43 minutes to Houston.

Marc Burns, executive director of the Texas High Speed Rail Authority, said the train route was aimed at passengers traveling to other Texas cities. Approximately 321 cities are within 30 miles of a station. "A student could wake up in San Antonio and take a train to Waco or Bryan-College Station," Burns said.

The rail line project will also increase job availability throughout the state. "It'll result in thousands of hours of work to build it and 1,000 permanent jobs," Burns said.

Opposition to the project stems mainly from rural land owners and corporations that will be financially affected, such as Southwest Airlines.

Roop said land owners question why they must suffer from the intrusion of the rail lines to service urban dwellers. However, Roop, who supports the high-speed rail line said the train is electric, non-pollutant and environment-friendly. "They will eventually pay because of the loss of clean air from the cities polluting the environment," Roop said.

Burns agreed the environmental damage will be minimal and will save lots of money.

Texas TGV Corp., a French-American consortium, will build the rail system based on French technology. The franchise agreement states the trains could travel between 180-200 mph, but Texas law limits the speed to 150 mph.

The train route will include stops in Fort Worth, D/FW Airport, Dallas, Waco, Bryan-College Station, Austin, San Antonio and Houston.

Private investors are funding the estimated \$5-7 billion needed to build the train.

Average fares from city to city could not yet be determined.

The train is expected to be completed by the end of the century.

Tubularman

By Boomer Cardinale



Fritch

By Critch



Education JUST THE BEGINNING

Continued from Page 2

Lynch said special education teachers will be encouraged to consult and collaborate with regular teachers.

"What we really need to do is prepare regular education teachers more," she said.

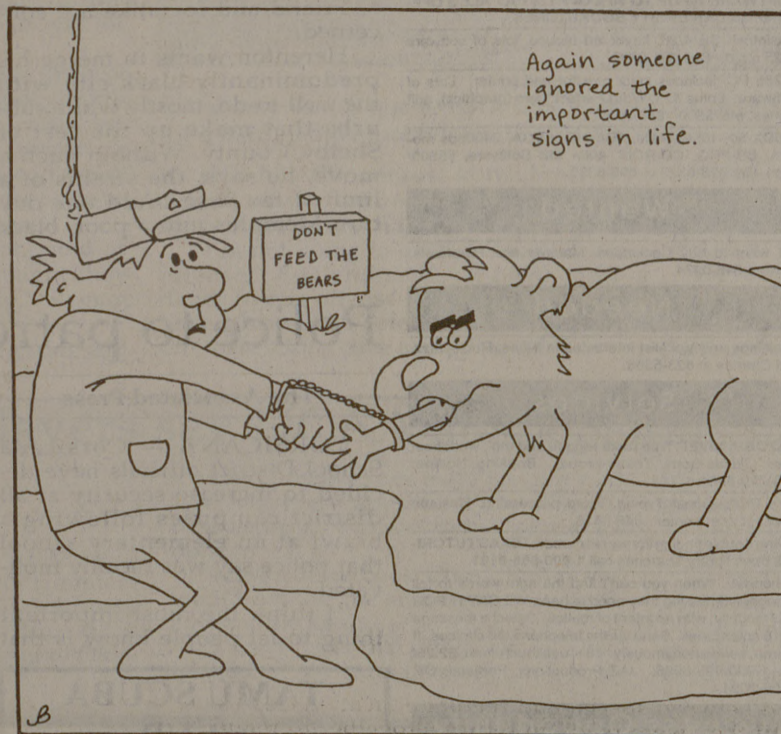
However, Lynch said regular educators and parents are worried about placing children with behavior problems in classes with regular students.

But, Moore said inclusion does not apply to all students.

"One of the misconceptions is that we are moving toward inclusion of every child regardless of their handicap," she said.

But no student will be moved, she said, until the move is discussed by the Admission Review and Dismissal (ARD) board, which comprises parents, teachers, administrators and counselors and is found in all Texas schools.

"While we all say we believe in inclusion, there are some kids it is not appropriate for," Boone said.



By Jason Brown

Viacom to buy Paramount for \$8.2 billion

The Associated Press

NEW YORK — Viacom Inc., owner of the MTV cable network, agreed Sunday to buy film and publishing powerhouse Paramount Communications Inc. in an \$8.2 billion deal that would create one of the world's biggest media-entertainment companies.

The new company, Paramount Viacom International Inc., would

generate more than \$6 billion in annual revenue from its many businesses, including cable and broadcast television, film production, book publishing, theme parks and sports teams.

It would join the ranks of giant media-entertainment conglomerates led by Time Warner Inc., which had more than \$13 billion in revenue last year. That group also includes Germany's Bertelsmann, Japan's Sony Corp. and

Australia's News Corp. Ltd.

Under terms of the deal, Paramount shareholders would get about \$69.14 a share in cash and stock for their holdings.

The cash portion of the deal would amount to \$9.10 a share, or a total of more than \$1 billion. Viacom would also give Paramount stockholders 0.1 share of its Class A stock and 0.9 share of Class B stock for each Paramount share.

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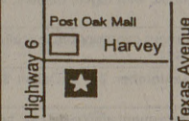
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