Academic Council in close vote

opts for pre-Labor Day start

by Kurt Heinz
Staff Reporter

By a 30-27 vote, yesterday, the Academic Council voted to stay with a pre-Labor Day start to next year's classes.

The vote followed two hours of debate of a motion that sought to prevent a pre-Labor Day start. The 1974-75 calendar previously published by the administration would go into effect with the fall semester beginning August 28.

Proponents of the motion were led by Academic Commissioner Chris Nadeau, while Provost Father James Burtchaell led the opposition. Two dozen members of the council spoke during the lengthy debate.

Afterwards, both Nadeau and Burtchaell agreed that both sides had a fair hearing and that the debate was valuable.

Student opposition

In speaking to the council, Nadeau emphasized the widespread student opposition to the pre-Labor Day start as well as the fact that Notre Dame's accreditation would not be affected by a semester of less than 72 days.

Nadeau also pointed out the addition of short semester breaks in his calendar and the potential loss of summer earnings to students.

Burtchaell argued that eroded short breaks point to the necessity of a long mid-fall break. He said that such a break could not be accomplished without a pre-Labor Day start.

Burtchaell pointed out that a pre-Labor Day start is now the norm in American colleges. He argued that the goal of 72-75 class days was necessary to prevent a trend away from academic excellence.

Burtchaell said that no decision would be made on the 1975-76 calendar until there is an opportunity to evaluate next fall's calendar.

The group voted to vote by a show of hands, but the tellers had difficulty tabulating the close vote. A paper ballot then rendered the 30-27 decision against the post-Labor Day motion.

Close vote

Nadeau pointed to the close vote as proof that students can force issues at Notre Dame. "We gave it all we had and then some," he said. "If you're committed to democratic action, then you're committed to the result. The closeness of the vote indicates that perhaps it could be changed next year."

Student members of the council Judi Offerli, Jim Stevens, John Mazza, and Dennis Ryan helped Nadeau organize opposition to the calendar proposed by Burtchaell.

Father Burtchaell did not feel that reconsideration of the calendar was good from an administrative view, but admitted that it had to happen in light of the strong student opposition.

"The issue was very educational and the council benefited from this discussion," he said. "Next year we can have a better discussion because we will have experienced it. Today's discussion was biased purely on conjecture. If people aren't satisfied next fall, believe me, we'll know about it."

Maintain pass-fail

Buried under the controversy over the calendar was the fact that the council later voted to maintain the present pass-fail system.

They rejected a proposal which would have allowed a student to receive an earned letter grade in a course previously designated pass-fail, if the student so requested of the registrar prior to four weeks before the last class day.

The council made the present pass-fail system, which had been on an experimental basis, permanent.

The student representatives viewed the rejection of the pass-fail reform as a disappointment, but most of the post-meeting discussion centered around the defeat of the calendar proposal.

The students expressed concern over faculty absenteeism which possibly could have swung the vote.

John Mazza pointed out that "an administrative member can send a replacement if he can't show up." "Students and faculty members are not allowed to do so if they can't make it," he said. "Either everyone should be allowed to send a substitute or no one should."

Disappointing outcome

Student Body President Dennis (H-Man) Etienne, who joined the students in the Morris Inn after the meeting, was more disappointed in the outcome, but emphasized that the students did every thing they could.

"It was a good performance by a group of amateurs against a group of professionals," H-Man commented. "It's disappointing and I'm a little more bitter than they are." The Academic Council made a bad decision and they'll realize it."

Mazza noted that faculty and student members represented their constituencies accurately. He felt that most of the members voted their conscience.

"It was even the whole day," said Mazza. "The closeness indicates that there is no consensus in support of the calendar. Back in October it seemed as though there was no way that we could come within three votes of defeating the calendar."

Nadeau, who led the fight against the calendar, admitted to being exhausted after the struggle, but look consolation in the strong student mobilization against the calendar.

"There are a lot of ifs' that could have changed the result if they went our way," he said. "I don't want to sound like its sour grapes because we got a fair hearing. The closeness shows there is hope for next year."

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1974-75 Academic Calendar

<table>
<thead>
<tr>
<th>FALL SEMESTER 1974</th>
<th>SPRING SEMESTER 1975</th>
</tr>
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<tbody>
<tr>
<td>Aug. 24-26 Mon.</td>
<td>Monday</td>
</tr>
<tr>
<td>Aug. 27 Tuesday</td>
<td>Orientation for new students.</td>
</tr>
<tr>
<td>Aug. 28 Wednesday</td>
<td>Registration for all students.</td>
</tr>
<tr>
<td>Sept. 1 Sunday</td>
<td>Classes begin at 8:00 a.m.</td>
</tr>
<tr>
<td>Sept. 2 Monday</td>
<td>Orientation for new students.</td>
</tr>
<tr>
<td>Sept. 3 Tuesday</td>
<td>Latest date for all class changes.</td>
</tr>
<tr>
<td>Oct. 25-Nov. 3 Fri. thru Sun.</td>
<td>Midsemester Holiday begins after last class on Friday. (Note: Oct. 26 (Miami home game), Nov. 2 (Navy-away), Oct. 28 (Veterans Day) &amp; Nov. 1 (All Saints) included in vacation period.)</td>
</tr>
<tr>
<td>Nov. 4 Monday</td>
<td>Classes resume at 8:00 a.m.</td>
</tr>
<tr>
<td>Nov. 27-Dec. 1 Wed. thru Sun.</td>
<td>Thanksgiving Holiday begins at noon on Wednesday.</td>
</tr>
<tr>
<td>Dec. 2 Monday</td>
<td>Classes resume at 8:00 a.m.</td>
</tr>
<tr>
<td>Dec. 8 Sunday</td>
<td>Feast of the Immaculate Conception (Classes meet Monday, Dec. 9).</td>
</tr>
<tr>
<td>Dec. 13 Friday</td>
<td>Last Class Day.</td>
</tr>
<tr>
<td>Dec. 14-15 Sat &amp; Sun</td>
<td>Study Days (no examinations).</td>
</tr>
<tr>
<td>Dec. 16-30 Mon thru Fr.</td>
<td>Final Examinations (Grades due 48 hrs. after exam is given).</td>
</tr>
<tr>
<td>Jan. 13 Monday</td>
<td>Orientation for new students.</td>
</tr>
<tr>
<td>Jan. 14 Wednesday</td>
<td>Registration Day.</td>
</tr>
<tr>
<td>Jan. 15 Tuesday</td>
<td>Classes begin at 8:00 a.m.</td>
</tr>
<tr>
<td>Jan. 21 Tuesday</td>
<td>Latest date for all class changes.</td>
</tr>
<tr>
<td>Feb. 10 Thursday</td>
<td>Enrollment reservations for the Fall Semester 1975-76 (Payment of $ fee required).</td>
</tr>
<tr>
<td>Feb. 17 Monday</td>
<td>Washington's Birthday (classes meet).</td>
</tr>
<tr>
<td>Mar. 6 Tuesday</td>
<td>Midsemester Reports of Deficient Students.</td>
</tr>
<tr>
<td>Mar. 19 Thursday</td>
<td>Room reservation for Fall Semester 1975-76.</td>
</tr>
<tr>
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<td>Easter holiday begins after last class.</td>
</tr>
<tr>
<td>Apr. 1 Tuesday</td>
<td>Classes resume at 8:00 a.m.</td>
</tr>
<tr>
<td>Apr. 10-17 Th thru Th.</td>
<td>Advance Registration for the Fall Semester 1975-76 and for the Summer Session 1975.</td>
</tr>
<tr>
<td>May 6 Tuesday</td>
<td>Last class day.</td>
</tr>
<tr>
<td>May 15 Thursday</td>
<td>Graduating student grades are due.</td>
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Panel urges energy save

By Mark Derheimer
Staff Reporter

The University Energy Conservation Committee recently heard a report suggesting that the University turn off lights rather than lower temperatures to save on fuel costs. William Ganner, Chief Engineer of the Power Plant, told the committee that given Notre Dame's power facilities, reduction of electricity consumption by 5 per cent would save twice as much in fuel costs as would lowering room temperatures by 5 degrees.

Notre Dame's power plant is primarily equipped to produce steam for heat, but it also produces electricity as a by-product. In the past the power plant was able to keep up with the growing demand for electricity, but it has reached the point where it is no longer efficient or economical to produce additional electricity.

Mr. Ganner's figures suggest that a reduction of electricity use by 4.28 percent would have twice the effect on fuel savings as would reducing space temperature by 5 degrees. Thus he recommended turning out lights rather than turning off heat.

During the one hour meeting the committee also discussed the fact that the suggested lighting for a room in 80 foot-candles while many places on campus, such as the library, have 140 foot candles, have illumination levels higher than necessary. The Committee thus decided to launch a publicity campaign to get students, faculty, and staff to save electricity use. At their next meeting on January 31, the Committee hopes to come up with definite proposals to recommend to the University community for the saving of electricity.

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Discipline report vague

by David Kaminski
Staff Reporter

This is the second in a series of articles by The Observer based on a speech given by David O'Meara, chair of the Academic Disciplines task force, of Notre Dame. The task force report that contributed to this article is the fourth in a series of reports by the task force that can be found in the upcoming issue of the academic discipline section.

The final report of the Academic Disciplines task force, of which the COUP committee was a part, was released today. The task force report was presented to the University's Committee on Academic Priorities (COUP) on Friday, January 25, 1974.

The task force report is composed of two main sections: a general recommendations section and a more specific recommendations section. The general recommendations section is comprised of the following points:

1. The interdisciplinary nature of academic disciplines should be emphasized.
2. The need for more coordination among the disciplines is necessary.
3. The importance of the interdisciplinary nature of the University's curriculum should be emphasized.
4. The need for more interdisciplinary research is necessary.

The more specific recommendations section is comprised of the following points:

1. The University should incorporate interdisciplinary courses into its curriculum.
2. The University should establish interdisciplinary research centers.
3. The University should establish a interdisciplinary research committee.

The task force report was presented to the University's Committee on Academic Priorities (COUP) on Friday, January 25, 1974.

University Provost Fr. James T. Burtchaell, chairman of COUP and member of the Academic Disciplines task force, commented on the report during the meeting. He stated that the data behind the task force's recommendations was very extensive and that the report would be used.

He noted that the task force report is a comprehensive document that outlines the University's academic disciplines and their interrelationships. The task force report is a useful tool for the University's administration and faculty in planning for the future of the University's academic disciplines.

The task force report is available on the University's website and can be accessed by clicking on the following link: http://www.nd.edu/academic/academic-disciplines/task-force-report/
A Bitter Defeat

It really sounds shallow to say "nice try," but that's all the student body is left with today. Yes, indeed, the members of the Academic Council made a bad decision and, as usual, the students have been left holding the bag.

All the arguments throughout the "calendar crisis" have been hushed out and it appears that the crucial factor has to be that the administration never took the complaints of the students seriously. They seemed to question throughout whether the students really knew what they were talking about. They failed to realize that the students had the facts and the solid support of their constituents.

The student body is stuck with a calendar that they do not care for. A calendar that they do not care for. A calendar that they do not care for. A calendar that they do not care for. A calendar that they do not care for. A calendar that they do not care for. A calendar that they do not care for. A calendar that they do not care for. A calendar that they do not care for. A calendar that they do not care for. A calendar that they do not care for. A calendar that they do not care for. A calendar that they do not care for.

So, the students are stuck for at least one year with the new calendar, until the pre-Labor Day opening will be reconsidered by the Academic Council midway through the 1974-75 school year for implementation during the 1975-76 year.

Hopefully, when that reconsideration comes up, if the students are lucky, they will have people of the quality of Chris Nedea, John Mazza, Judi Offerle, Jim Stevens and Dennis Ryan supporting their stance on the council. It was their hard work and dedication which brought about this first reconsideration and the students owe them a vote of thanks along with thanks to the other 25 people who voted with the students.

It is a bitter defeat for all of the campus.

The Editorial Board
It was all a game we were playing, she and I, as people play charades on winter afternoons. Though apart for many years, we had known each other as children, but we had never been lovers. We were together now, and never could be lovers in this life.

All our world together, that afternoon, was this table, in a restaurant called Act One, high above the streets of Times Square. At four o'clock, we were still lingering over the moody coffee of our lunch, because there was no place else we could go where we would not be recognized. It had seemed (though not really), the stars would come out; so I couldn’t sleep, and wouldn’t have to switch from caffeine drinks to Sanka; but still we did not want to say goodbye. It was sad. It was silly. It was unbelievably sweet. It was a musical comedy that Cole Porter should have written tunes for. It was life on the Silver Screen as it might have been played in the Forties by Melvyn Douglas and Irene Dunne.

At the cocktail counter across the room, I could imagine the waitress saying to the bartender: “They have no place else to go.”—as though we were exiles made homeless by politics or war. She would show him the exorbitant tip we had slipped her as rental for the members of Yes tackle their most complete, unlike the song of the mind; well

As though we were exiles made homeless by war, the heartbreak of psoriasis didn’t interfere."

For a moment, I didn’t think she said the words I had anticipated. The tears that seemed to me like that of a roughneck farmboy cavorting on a hayride, I bussed the face; but in a face made of stone, the tears did not go on, however much I smacked them. We walked hand in hand to the elevator. She kept saying, “I will not cry.” Later, she woke to see that her tears had frozen on her cheek as we walked across the street together. I had pretended not to notice those tears because I didn’t know how, without embarrassment, to comfort a woman’s sadness on the crowded sidewalks of 42nd Street. Besides, I had only a dirty handkerchief which I needed for my cold.

"Catch me if you can," Rett Butler," the wilty wench said.

"But now," I said, "Catch your train, and don’t look back." She started moving through the crowd, then turned and said: "You never told me what I could call you."

Oh, for God’s sake, I thought to myself. Now everyone who heard will think she’s a pick-up, and she’s not. She wants a private name to call me by, a nickname that will relieve her of calling me Mr. Mosley.

"You can call me Melvyn," I said, "as in Melvyn Douglas, if I can call you Irene, as in Irene Dunne.

For a moment, I didn’t think she understood. Then she smiled, and I knew that she remembered, and understood how much she had become like those of the celluloid lovers of the Silver Screen. It was only because I could laugh at myself as a man, and she knew that I would talk at the name of love, that the tears did not go on, however much I smacked them. As I walked the city blocks back to 42nd Street.

**Music**

With Tales From Topographic Oceans, the Yes, as with their most ambitious project to date: a work four times the size of the impressive "Close to the Edge." And the result is a work, however flawed, that takes on importance through scope of its ambition. Fans of the more explosive sounds of Fragile and Yes’ 1972 album, and those who might be disappointed in the more mellow treatment of material in this work. Likewise, those that appreciated the tension and excitement of the tremendous single build-up and release in the three pieces of Close to the Edge may find the many minor crescendos and explosoins in the middle of the fourth movement.

**Tales: movement by movement**

The first side opens with an unusual treatment by Yes: a vocal. Slowly building with overhanging and moog, the opening Geddy Lee’s vocals to the search for the symbolic sunrise: the birth of the day; the birth of a new beginning. It quickly settles into the distinct themes that develop the purpose and course of the search, a part of the album that is perhaps the best: gentle, melodic rock, with overtones of some of the finer bridges in Yes work. One of the most exciting parts also occurs near the end: a moog lead that threatens to explode, suggesting urgency for the search.

"I’m bedazzled", says one of the farmboys."I’m bedazzled", says one of the farmboys."

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**Tales: movement by movement**

Tales From Topographic Oceans: new Yes

**By Joseph Abell**

**music**

"that’s what makes this work unusual for rock music: it works... well on many different levels."

into four movements, each describing a part of the search for self through the past and present.

Tales From Topographic Oceans: new Yes

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into four movements, each describing a part of the search for self through the past and present.
You're in a car speeding down a rather crowded Texas State Highway 183, heading for a nationally insignificant suburb of Dallas called Irving. The familiar sports landmark of Texas Stadium has already whizzed by on the right and occasional shopping centers break up the bare, grass-covered fields.

Your ear whips off a rather new exit ramp and dashes along a winding strip of road through trees and brush. Coming around a corner, you emerge from the foliage and are engulfed in... Tomorrowland.

Quickly passing through a ticket booth and grabbing a parking pass, you run the speed up to 65 as sweeping ramps and futuristic light poles spread out before you. Brown signs indicate gas stations, parking lots and administrative buildings, all strangely off to the left, and suddenly your exit comes up, marked by the airplane whose plane you're meeting. You whirl off the main road and wind around a roller-coaster-like strip of spaghetti jod into a parking lot. Finding your flight's number, you pull into one of the spaces in the third level, instinctively duck your head under the B-flood doors and prepare for a long walk to the gate.

A quick dash across a road, through double glass doors, past a security frame and you do a double-take: you're there! The gate stands before you. A bright flash catches your eye; the distinctive plaid of your friend's suitcase appears from the baggage claim area and you look back at the gate to see the passengers of your friend's plane just beginning to emerge.

SOUND A BIT HARD to believe? Especially after enduring everything from walking miles of airport corridors and paying exorbitant parking fees to get your car three miles away? It's real, all right; it's the world's biggest and most ambitious; in fact it's an airport as big as Manhattan: the Dallas-Fort Worth Airport.

Situated almost exactly between the two Texas cities, the new airport has one purpose according to its designer, Gyo Obata: to get back to "the old airport in small towns with one hanger and terminal for one airline." Executive Director Tom Sullivan said it another way: "You walk directly from the parking lot to the ticket counter to the plane." And for an airport that's bigger than the John F. Kennedy Airport, O'Hare Airport and the Los Angeles International Airport combined, that's a hell of a purpose!

DFW achieves this through its unprecedented design. Vaguely resembling four half-mushrooms on a stick, the airport derives its efficiency by giving each airline its own terminal. The "stick" is the airport spine road, called the International Parkway, and the "mushrooms" are the terminals.

The set-up's a simple one: each terminal is a semicircle containing one or more airlines. The airport is isolated from the "metroplex" of Dallas and Fort Worth, so noise pollution will not be a problem for quite awhile. It has some of the longest runways in the country, stretching to an eventual 20,000 feet. And, most importantly, it has something few airports can boast: room to expand. Though only four of the "marshmallows" are currently operating, the airport will eventually have 13, handling 454 passenger and cargo gates.

Airport planners envision the airport to be completely completed in 2001, and able to handle 21st century aircraft in the bargain: rocket planes, hypersonic airliners and the so-called "skyscraper planes" of three and four decks. It will become one of 16 or 12 "major air hubs" in the world, and will be a city in itself, including a world trade center, a cemetery (1) and a lush, park-like expanse.

TOURISTS TO SUCF A FACILITY were staggered, both monetarily and diplomatically. The opening phase will represent over $700 million in revenue bonds issued since 1966. And to set up a project of this size required cooperation between two city governments that have been feuding about airports since 1927.

The feud became more bitter when Dallas expanded an old army base to become Love Field after World War II and Fort Worth established the Dallas-Fort Worth International Airport in 1953. As Southwest International flattened and Love Field grew more and more "fingery" (back on terminals), the FAA decided it was time for something better. So it forced the two feuding cities to create a Regional Airport Board in 1964 to look into the construction of a new airport.

By 1968, everything was ready and construction began. The first airplane landed at the then-unfinished airport in 1971 when a military plane developed trouble on the way to Southwest International.

And then the shock hit: dedication day was set almost a year and a half earlier than everyone had figured. The airport board announced in the end of September. And it wasn't even finished.

Things didn't quite work out that way, though. Having just remodeled Love Field two years earlier, the airlines weren't about to move out. Even went as far as to file a suit to stay at Love since it was a Texas intrastate operation. Others simply refused to move until they felt they were ready.

A compromise eventually cleared the air and dedication day was set for September 23 with the opening in the middle of January. And both had a less than rousing kickoff.

The dedication was made to the "young faces of the future" as some of those same faces made off with their new airport equipment that day. Especially popular with the crowd (30,000 strong) was the last of the "bug-eyed monster" streetlight.

And at 12:07 a.m. January 13, a Braniff jetliner touched down and the scrape of the unfinished terminals.

BUT WHY THIS complication and massive effort? Partly because a great deal of the airport's systems and services are "totally experimental in the airport's context. That's only fitting, after all, the airport itself is revolutionary.

However, many of these innovations didn't have the time to be developed to their full efficiency, and hence could not handle the jobs they were given.

Not the least of those experiments is the most vital part of the airport, the very aspect that made such a mammoth complex possible: the revolutionary transportation system called Airtrans.

Developed by the Dallas-based Long-Temco-Vought, Airtrans is a transportation system that moves passengers, mail, trucks, garbage, and nearly anything else you can think of, between the terminals and various buildings around the "port."

Originally envisioned as "an people mover" system, Airtrans utilizes 68 rubber-tired vehicles moving over some 15 miles of concrete guideways. Powered by electricity, 31 of the vehicles will be commissioned for passengers to ride from terminal to terminal. Each handles 46 passengers—16 seated and 30 standing—with a capacity of 50,000 passengers.

An estimated 9,000 people will be able to take Airtrans from one main gate to another in an hour, boast officials. Moving anywhere from four to 17 miles per hour, Airtrans will also be able to take the 95,000 pounds of mail in that hour. A central computer will control the entire system, hopefully avoiding wrecks and confusion.

Other new features both enhance airport efficiency and speed service.

Ducotel, a luggage-handling system within a terminal, was installed in the Braniff and American half-marshmallows. Composed of metal carts moving on aluminum rails at 10 m.p.h., the Ducotel system runs back above the ceiling panels to centrally-located baggage claim areas that will, when fully operational, be able to have a passenger's baggage ready for him before he reaches the claim areas.

Lighting, looking like something out of science-fiction movies, circles around the airport to produce enough illumination to read a book in the airline service areas to "moonlight glow" around roads and terminal ramps. Even the pole material is something special: a steel alloy that looks rusty now, but in a year or so, will flash off to reveal a deep chocolate surface and require almost no maintenance. Sign poles, guard rails and bridge supports are also made of the same material.

The airport board has even gone so far as to set up its own police and fire protection forces, increasing its efficiency by having the police and fire-fighting teams go through training in the other field. This 300-member force to fully utilize the 16 fire pieces and more than a dozen squad cars, possesses all the features such metropolitan aspects as a criminal division, a motorcycle corps, an explosives...
sniffing German Shepherd and even a 2-cell jail. Services will range from man-on-the-beat to air crash rescue.

A 16-room hospital and medical care center will handle any problems with its full range of diagnostic equipment and full-time staff. The 24-hour facility will also be able to whip a seriously injured person to a nearby hospital. All new waste facilities will handle the mountain of garbage and other wastes generated by the airport. Airports will transport solid wastes to special rear-total incinerators that eliminate nearly all smoke and particles. Liquid wastes from airline pit areas will go through 3-stage treatment plants, assured no contamination in Bear Creek, the same place that other, normal sewage will go.

The interiors of the airport terminals will handle everything from soup to nuts in the multitudinous newsstands and coffee shops. Handrails, wash basins, mirrors and telephones have all been lowered. Elevator buttons, restroom entrances, escalators, stairs and other doorways are marked with Braille warnings to identify and instruct.

Decorations in the terminals will be designed for the hard of hearing.

When you drive into the airport, you'll be given a ticket for parking. If you don't want to park, but just drive through to pick up or drop off someone, it'll cost you a quarter. And for that, you only get 30 minutes. If the plane's late, it goes up another quarter for every additional 30 minutes, the same as short-term, the Deaf Lions Clubs of Dallas-Fort Worth will provide help for the visually impaired.}

Eye appeal goes even as far as the outside concrete, which has been given a light brown "warm tone" to fight familiar white glare on sunny days.

AND IF YOU THINK there's a catch to all these conveniences, you might as well call "The Eyes of Texas." It won't be spars, but quarters that go jingle-jangle-jingle-'in, that also includes long-distance tolls to Big D and Cowtown.

That marvelous Airtrans also costs a quarter—not 25 cents, a quarter as will the auxiliary buses when Airtrans breaks down and passengers had to walk almost the entire length of the terminals to reach their gates. In many spots, airport patrons sidestepped carpet rolls and danced around electricians' equipment. The marvelous baggage-handling systems broke down at midday, forcing passengers to wait literally hours for luggage. Many of the computer ticketing terminals were down and even the digital clocks morbidly whirred time away.

And in the midafternoon of that first day, the ultimate discouragement: the planes themselves began stacking up. A few days later even saw planes being rerouted to Love Field due to fog and non-functioning guidance equipment.

All this wouldn't be so deheartening if one could realize, after all, this is the world's biggest; sure there's going to be a few problems in the beginning. But alas, DFW won't even hold that honor for more than 18 days. Montreal II, a super airport in Canada, will outsize DFW by a thousand acres.

J.L. Seaborn boasted a flight time of less than 10 minutes and a cost of $13. Cab fare will run you about $15, Dallas cab companies report.

Determined to take the family car? Remember, it's about 17 miles from either city, and if you're coming from Dallas, odds are you'll take the State Highway 183. If you've ever fought Cowboy traffic, you probably know full well that 183 is also the main route to Texas Stadium. On an average day with average gas mileage, the run will take you about 25-30 minutes and gobble about four bits worth of gas. Parking? There's three kinds: short-term, long-term and Valet (covered long term). Short term rates are 25 cents per half-hour, $1 maximum per day. Long term is 25 cents per hour, $1.50 maximum per day. Valet rates have yet to be set; the Valet people are still trying to unload their facilities at Love Field.

IF YOU DO GET A CHANCE to see the new airport in the near future, however, don't get your expectations too high. All is definitely not chrome and polished yet. A week before the scheduled opening day, the airport had a "trial run" without flights to check everything out. They invited the public and press in to witness Airtrans breaking down and people wandering about the complex as if in a daze. The "simple airport days" returned to the early days of simple disaster.

To make matters worse, on opening day itself, everything that didn't go wrong the first time did. And everything that didn't go wrong wasn't finished. Electric doors had to have airline personnel stationed near them to pull and grunt. The "convenience" of short walks in the press releases quickly disappeared, as, one by one, the security "door frames" broke down and passengers had to walk almost the entire length of the terminals to reach their gates. In many spots, airport patrons sidestepped carpet rolls and danced around electricians' equipment. The marvelous baggage-handling systems broke down at midday, forcing passengers to wait literally hours for luggage. Many of the computer ticketing terminals were down and even the digital clocks morbidly whirred time away.

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All this wouldn't be so deheartening if one could realize, after all, this is the world's biggest; sure there's going to be a few problems in the beginning. But alas, DFW won't even hold that honor for more than 18 days. Montreal II, a super airport in Canada, will outsize DFW by a thousand acres.

But that's about the only dimension Montreal II will have over DFW: on opening day, just one terminal with 22 gates will highlight the Canadian facility, compared with four terminals and 66 gates in its American counterpart. Montreal will also expand to an ultimate of only 6 terminals, as opposed to DFW's 13.

DFW'S PROBLEMS ARE undoubtedly as solvable as the airport board believes and says, though it may take a little while for the airport to get up to full operating capacity. It'll also take time for the public to get a full understanding and appreciation of the complex. When these are achieved (one humorous song now playing in Dallas sets this day simply by playing the first line of an old hit, "In the year 1956 ..."), the Dallas-Fort Worth Airport will definitely be, in the words of one electricians working on it, "one summblitchin' airport."

Above, looking from the north, the Dallas-Fort Worth Airport sprawls across the Texas countryside. Below, a comparison of what is and what will be. The shaded sections show the eventual plan for the airport, set for completion in 1981. The black sections indicate those in operation. All photos and diagrams courtesy of DFW.
Junior class
Sponsors parents weekend

by John Decoursey
Staff Reporter

On the weekend of February 22-24, the Junior class will sponsor the Twenty-Second Annual Junior Parents Weekend. The weekend has been planned and organized by John David Brown, chairman, Kathleen Reyes, dinner coordinator; Steve Simpson, financial chairman; Jim Swedlyk, activities chairman; Greg Erickson, junior class president; and Father David Schlaver, administrative supervisor of the event.

The highlights of the weekend are the Notre Dame vs. Michigan hockey game on Friday, a mass on Saturday celebrated by Father Theodore Hesburgh, and later that night, the President's Dinner with Father Hesburgh giving the main address.

The schedule for the weekend is as follows: Friday, the hockey game will start at 7:30 p.m. in the Athletic and Convocation Center. A cocktail party will follow from 9:30 until midnight in the ACC's Concourse.

Saturday, a career opportunities seminar will feature the deans and other faculty members from 1 to 3 p.m. The Alumni Association will present "Notre Dame in Review," a multimedia look at the University today and tomorrow.

On Sunday, the weekend's activities will be brought to a close with a sit-down breakfast beginning at 9:30 a.m. in the North Dining Hall.

Tickets for the different activities will be distributed to the students two weeks prior to the weekend. 500 reservations have already been made for the President's Dinner, and the supply of available hockey tickets is almost gone. Deadline for all reservations is February 1.

To select senior fellow

Jerry Samaniego, Senior Class President, has announced that this year's primary election for senior fellow will be held during the first week of March. Samaniego also indicated that Thursday, February 28, is the last day that any nominations can be entered.

Any senior may make a nomination for senior fellow by submitting a petition signed by 50 seniors supporting the candidate. The petition forms can be picked up at the Student Government office which is located on the third floor of the LaFortune Center, between the hours of 9:00 a.m. and 5:00 p.m. Once the petitions have been filled, they must be returned to the Student Government office on Thursday, February 28.

Samaniego explained that all nominations "must be physically capable and willing to be present during the week of graduation." If this requirement cannot be met, then the candidate is immediately dropped from any further consideration.

The position of Senior Fellow is and should be an honor to fill.

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But what does all this have to do with you? Perhaps a lot—if you choose to join Banking's New Breed and come grow with us!

Stop by your school placement office. We will be on your campus soon.
Sales over ’2000

Book exchange success

By Bob Quackenbush
Staff Reporter

The Student Union Book Exchange satisfied many people this past week—as its customers, its organizer, its staff, and most particularly its sellers who were overwhelmed at the proceeds from the sale.

Under the sponsorship of the Student Union Services Commission, the exchange was provided for the first time at Notre Dame a central locale for the buying and selling of students’ used textbooks.

Even Paula Tosi, a diminutive St. Mary’s student who led everyone with 28 books returned unsold, reacted favorably. “This was a tremendous idea. I knew you do it again next semester. Besides,” she added, “my books sold. Most of these really belong to my roommates.”

One of the better sellers, Gil Garcia, an Alumni Hall junior, was overwhelmed at the proceeds from his collection of textbooks and paperback books. As he departed, his shaking in disbelief, he kept repeating, “$31.75! Wow! $31.75!”

The success of the Book Exchange far exceeded the hopes of its organizers. After the first day, which netted $29 in sales, the preliminary figures were extremely distant. But when the cash was tallied, sales had reached $2003.95.

“I think one of the main reasons for success,” observed Brian Hegarty, the organizer of the exchange, “was having the books right there in a convenient location for the people to look at, so that they wouldn’t have to chase all over campus seeking all different people with the used books they need. Also, the competitive pricing among people selling the same book helped save many students money.”

The exchange operated simply enough. Students wishing to sell books brought them in, where they were categorized for the convenience of other students wishing to buy. Thus, a representative number of books from every field of study within the University became available for sale.

As books were sold, the name, price, and seller of the book were recorded on “Books Sold” lists. The information on these lists was later transferred to the contracts which the sellers had completed upon bringing their books. In this manner, the amount of cash and the titles of the books to be returned to each individual were recorded in one place.

Two remarkable statistics were evident. Of the $2003.95, only thirty-five cents was unaccounted for. And of the estimated 3000 books available, only three had been lost through theft.

One staff member reported he was really amazed at just how well the exchange went. “The thing that really impressed me,” he said, “was that we heard absolutely no negative comments throughout the entire weekend. Everyone who came was really enthused about it and saying things like ‘This is really a great service’ and ‘This is fantastic.’ The whole thing came off very well,” he concluded.

He further related the only real “incident” cropped up when workers couldn’t locate girl’s contact information which she never could be paid out. She grew impatient, scrunched the pile of contracts, fingered through them, but finally located her number. Her “I told you so” expression lasted only momentarily, when a staff member noted that, according to the way she filled out her contract, her name was really “Calculus and Analytical Geometry,” and that was why it was filed under “C” instead of “E.” With that, the laugh made the ‘incident’ was over.

Although the workers did not realize it at the time, the very last book sold, Ted Ward’s “Landscape Architecture” at $4.00, put them over the $2000 mark.

Now there only remains some paperwork to be done, as organizers hope to arrive at exact figures for the number of books available, the number sold, the percentage of books sold, and the number of people who utilized the service.

The project was conceived by Brian Hegarty, a sophomore from Pittsburgh and a member of the Services Commission. His assistants were primarily fellow sophomores and residents of Keenan Hall.

“There was much appreciated help from the B-P Moosehunters, especially Bob Quackenbush, John Lawton, and ‘Dangerous Dan’ Duncheon,” said Hegarty. “Also lending valuable assistance were Mark Gorenson, Rich Ingram, Bob Dudick, Mary Fran Hayes, Ann Besebreh, Cherie Todaro, Peggy Paterchen, Dave Caldwell, and Bill Carrick. I’d also like to thank the Off Campus Commission for loaning us their office.”

As stipulated in the contracts, all books not picked up by their owners by 10 pm last Tuesday became the property of the Student Union. Hegarty commented, “Since this was a non-profit operation, the money we get for the sale of these left-over books is going to cover the costs of this and any future book exchange services. We hope people will understand and approve.”

People who believe they may have some money due them are advised to call Hegarty at 3265.

Want to do something worthwhile for yourself?

If you have at least two years left at Notre Dame you should investigate the Army ROTC Program on campus.

There are openings for enlisted veterans who have the additional opportunity to apply for a one year full tuition scholarship. Veterans may opt for either a 3 month or a 2 year active duty commitment after commissioning.

Non-veterans interested in earning an officer’s commission should inquire about the Two-Year Program. Individuals in this program are eligible for two and for one-year scholarships. If you desire further information, visit the Army ROTC office on campus or call 6264.

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You-and-All

Dear Editor:

After suffering three weeks into the new year without a single chance to contradict an administrator, I am delighted by the learned controversy over the relative merits of "y'all" versus "you-and-all," harken as much as I am on leave of absence, I am also a little in want of a scholarly subject wherein to achieve the promptest possible publication.

Truth is, the pronoun in question is spelled simply "you all." It has been spelled that way since the time the and dropped out of the West Yorkshire dialect expression "you-and-all." Leaving two words but only one vowel, a long "a," to subsume the deletion of the elided "i, on" is "you." So spell it "you all." The contracting get done in the speaking ... You (or "you all") can find it so spelled in a dialectal dictionary. Isn't (or "ain't") a little learned! just grand?

Sincerely,
Associate Professor Leslie Martin

Fly Pattern?

Dear Editor:

I wish to briefly recount an incident which occurred Tuesday. I was noiselessly strutting down the road from N.D to SMCat 9:00 A.M. and as I rounded the bend in the road near the cemetery I was accosted by a not-to-modestly dressed pervert who proceeded to mutter obscene proposals. I call this to your attention only because I feel that campus security falls short or far too, may count. I have walked over in SMC at least one hundred times this and only once have I encountered a patrol car. I would venture to say that that road is probably a prime target for criminals, and the very fact that a man could stand exposed for some time in broad daylight bespeaks the laxity in security. My already battered confidence in campus security crumbled when I notified the SMC authorities. The officer on duty tried to notify ND security and after failing to elicit a response for some time he turned on me, chuckled, and said, "Oh, they must be on a coffee break!"

(Name withheld upon request)

Judgement Day

Dear Editor:

In regard to the letter published in the editorial section of the Observer, Jan. 23, 1974 by Jack Hamilton of the University of Southern Illinois, one of the "damned" would like to comment on Mr. Hamilton's bizarre yet picturesque interpretation of the Notre Dame community.

It is quite apparent that Mr. Hamilton has never set foot in Du Lac (perhaps he should), else he would have noticed the electric atmosphere and intense grade generated by all those connected with the institution, particularly on the days of important sports events. Needless to say, enthusiasm of this sort can be overcome and occasionally is; we've all seen it happen. Nevertheless, the laying of a blanket verdict of damnation on all the fans of Notre Dame is absurd and irresponsible at best. This university is founded on a deep and personal belief and trust in God, and unlike most elsewhere, it is generally a practicing belief. Mr. Hamilton, I remind You of some words of wisdom for the Holy Bible: "How dare you say to your brother, "Let me take the splinter out of your eye" when all the time there is a plank in your own?"

The Christ-like virtue of forgiveness is strangely lacking in Mr. Hamilton's tirade against the few overzealous fans of Notre Dame, and I suggest he investigate it immediately, or the university of Notre Dame will not be the only institution represented in hell on Judgement Day.

Sincerely,
David Sonigo

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Drunk and stoned'

Teen qualifies confession

by James Overton

Houston (UPI) - Because he had been drinking beer and moonshine, whisky and sniffing paint, Elmer Wayne Henley told authorities he didn't know what he was saying when he confessed to some of the 27 rapes and robberies of young boys.

Chain-smoking in his first public court testimony since his five months ago, Henley, 17, said quietly: "I was about half drunk and stoned."

Henley, thin and pale and wearing a suit for the first time in court, testified during pretrial hearings that his part in the worst mass murder in the United States this century. He is charged with six deaths in connection with the string of rape-murders and will be tried first for the killing of one of the victims.

The youth's lawyers are trying to have his spoken and written confessions to 10 of the 27 cases declared inadmissible evidence.

Henley told police the murder ring was masterminded by Dean Corll, 26, who said he killed on the night of his arrest last August.

Henley and David Owen Brooks, also indicted for murder, later led police to the bodies, buried at three spots in Texas.

Henley testified he was unable to recall details of his arrest Aug. 6.

"I had just killed a man, I didn't pay much attention," Henley said.

He said he recalled Pasadena police Det. David Mullican taking statements from him. Henley said he signed the documents but did not know what was in them.

He had been drinking beer and moonshine whisky and sniffing paint "all night long," the night of the Corll shooting, he said.

He said he remembered taking Timothy Kerley, 20, and Rhonda Williams, 15, to Corll's house before blacking out.

"I remember waking up and Dean Corll was slapping handcuffs on me," he said. Corll later strapped Kerley naked face down on a fortune board, he said, and handed Henley a knife. He said Corll wanted him to undress the girl.

"I was upset I couldn't understand why my friend handcuffed me and my friends," Henley said. "I started getting loaded again."

Moments later, he said, he picked up a gun and held it on Corll.

"I told Dean to back up and let those people up," Henley testified. "He took a step toward me. I had the gun pointed at him. He said, 'You made me do it, you had no time at all.' I guess I shot him."
Cagers overcome SFC doldrums
by Sam Vannucci

"It don't come easy," especially when you happen to be the nation's number two basketball team. Coach Digger Phelps and his cagers found this to be true one night early this season when the Sooner defensive machine, led by Chuck Digger, brought the Sooners to an Arizona defeat on visiting St. Francis. For the most part it was the breaking of John Shumate's hand and Adrian Danley that prevented the Red Flash from making a "serious" run atămblishing Notre Dame's perfect slate. Big Shu and AD's effective inside play was just too much for the smaller Red Flash defenders. Coach Digger Phelps and his cagers found this to be true one night early this season when the Sooner defensive machine, led by Chuck Digger, brought the Sooners to an Arizona defeat on visiting St. Francis.

The Sooner defense backed up an interception (of a fake field goal attempt) early in the first half, and a charging foul by UCA's John Shumate which put ND on top 26-24. Dantley then scored twice from close range and a free throw to give the Irish cagers a 7 point lead with 3:30 left before half time. Brokaw scored 12 points, four of which put a few buckets, Billy Paterno hit a 3 point shot at the horn to send the Irish into the locker room with a 41-32 advantage.

The second half, Notre Dame picked up where it had left off in the first half. They started off with a 13-2 run that brought their lead up to 50-34. They scored only two baskets in the last 7:58 minute of the game, a win which set the stage for the game's future headlines. "Of course I'm pleased. We won by 20 points, didn't we?"

"We did what we had to do," Coach Digger Phelps said. "Our team was simply too much for a control game and took good shots. Their zone was real tough; it almost caught us by surprise. You can't not going to see a high scoring game in Notre Dame-UCLA".

Coach Phelps, although contented a little with the "messiness" of the Irish play, was pleased with the game's final result. "Of course I'm pleased. We won by 20 points, didn't we?"

"I'm as proud as I can be of these guys for that," Digger said. But it will be a different situation for us to go out to Pauley Pavilion this week. The Bruins and their fans are sure to be inspired. But I think those people who are saying we don't have a chance are in for a surprise." The Irish coach was right on both counts. It's unlikely that the Irish—who last Saturday displayed more late-game poise than the defending National Champions—will beaten badly, and its very likely that the Bruins and their fans are going to be inspired.

Bruin coach Wooden was speaking of himself and his players when, in the middle of the week, he said: "The closing minutes of last Saturday's game clearly brought out the fact that we have some weaknesses and it is very likely that they and their fans are going to be inspired.

"I'm not just going to say it's going to be a good game, I think. I think they won't be anywhere near as loud as the crowd at Notre Dame, but they'll be ready for the same. And to give you an idea of the demand for tickets—student tickets for UCLA home games generally sell for somewhere around $12 per ticket. Needless to say, one scalpers have been asking—selling anywhere from 10 to 15 to 25 dollars."

"So I think they're going to be ready. It looks like it's going to be a good game."

And how are the top-ranked Irish approaching the game, the biggest game in the history of Pauley Pavilion?

"Just like any other," said ND assistant coach, Frank McLaughlin. "And I'm not just saying that, either. We're going to go out there and try to win this game just like it was any other game.

But it's not exactly any other game. It's the top-ranked Irish against the number two-ranked Bruins. It's being televised nationally, and it's being played in Pauley Pavilion.

And a game like that is just a bit more "any other game.""