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UK has signed 19 high school stars for the football team: Page Ten.

Logging construction may cause double session schools to increase in Kentucky: Page Eleven.

## Gov. Breathitt Expected To Appoint Task Force For Health Needs Study

By JOHN ZEH  
Kernel Associate Editor

FRANKFORT—It is expected that Gov. Edward T. Breathitt within the next few days will establish a special task force to study the state's health manpower needs.

The commission probably will be charged with developing a

plan to eliminate the current shortage in health fields, with a careful eye on the future.

A call for such a study group came out of the health services conferences held here in April by the state Department of Education's bureau of vocational and technical education. Representatives of the University, state

agencies, and the University of Louisville participated.

The bureau's health steering committee suggested in October that the commission be composed of seven or nine lay people "exceptionally knowledgeable and interested in the health manpower needs of the Commonwealth." A budget of \$30,000 would be necessary for the first year, according to E.P. Hilton, assistant superintendent for vocational education and committee head.

Nursing tops the committee's list of groups for which there is "major concern" that educational programs be further developed. Others include lab technicians, physical therapists, x-ray technicians, dieticians, surgical technicians, inhalation therapists, medical hygienists, medical secretaries, and engineer technicians.

Shortages in these areas become more critical as the state's health care needs grow, officials agree. Most attention has been given the nursing situation recently, but the entire medical field is pinched, Dr. Edmund Pellegrino, past chairman of UK's Medical Center said as early as last summer.

More than a fifth of the present x-ray technicians jobs, for example, are vacant in 97 of 142 hospitals responding to a recent survey. Within six months, 23 more positions will need to be filled.

Hasty W. Riddle, executive secretary of the Kentucky Hospital Association, and Dr. Carl F. Lamar, director of the Research Staff for Vocational Education at UK, reportedly worked closely with the governor's office on a draft of the upcoming executive order.

## Mental Health Programs 'Doomed,' Dr. Albee Says

By GRETA FIELDS  
Kernel Staff Writer

Community mental health programs are "foredoomed to failure" because the type of manpower being created to staff programs is inadequate to treat mental illness, George W. Albee of the department of psychology at Western Reserve University, told a mental health conference on manpower needed in psychology Friday.

Dr. Albee, who was a Fulbright Scholar in Finland, and who has been a member of the National Task Force of the Mental Commission on Mental Health, was one of several speakers at the two-day conference held in the Phoenix Hotel.

The conference was sponsored jointly by the UK department of psychology and the Kentucky Psychological Association.

Dr. Albee said that the heart of his argument is that "the consequence of action of calling a mental disorder a disease leads to inaction inappropriate to treat it."

As long as mental illness is called a disease, it will be treated in a setting which dictates the type of personnel trained to treat it. And, as long as it is called a disease, manpower will be wasted doing research to try to discover a biological cause for it, he said.

"We must abandon the illness model of mental health," Dr. Albee said, "and adopt a

visible model. We can't continue to treat the mentally ill as 'sick.'"

Believing that research no longer merits further search for a biological explanation for mental illness, Dr. Albee believes we must view mental illness as a "social and cultural pathology."

Psychologists must develop their own institutes in order to carry out treatment based on this concept, Dr. Albee said.

"Psychologists are guests in others' institutions. They work in hospitals where a medical language is spoken." But psychologists cannot place their knowledge until they can work in their own setting, he said.

Nor can the psychology profession train people to treat mental illness in the psychologist's concepts, in the psychologist's language, until psychologists have their own setting in which to train people, Dr. Albee believes.

"Let's develop a new model  
Continued On Page 9



Jewell Display Is First

Jewell Hall coeds pose around the dorm's Christmas tree that was part of the overall decoration which won first place in the Women's Residence Hall Christmas decoration contest. Blazer won second place and Hamilton House was given honorable mention. Jewell will receive a trophy for the display.

## Services Held Today For Paul G. Blazer

Private services for Paul G. Blazer, founder of Ashland Oil and Refining Co., were held at 2 p.m. Monday at the First Presbyterian Church, Ashland. Burial was in Ashland Cemetery.

Blazer died Friday of a heart condition at a Phoenix, Ariz. hospital near his winter home in Scottsdale, Ariz. He was 76.

First coming to Kentucky in 1919, Blazer had maintained as close a relation with education as with the business world.

The four-year-old Paul G. Blazer Senior High School at

Ashland was named in his honor.

Blazer Hall, a University women's dormitory, was named after his wife, Georgia, a UK trustee from 1939 to 1960.

Blazer was awarded UK's Sullivan Medallion in 1948; a UK honorary LL.D. degree, 1952; and a Centennial Medallion last year as one of the persons who contributed most to the University's progress.

Other honorary degrees were from Centre College, 1950; Marshall College, 1958; and Pikeville College, 1959.

He was the Kentucky Press Association's Man of the Year in 1954.

Helping to bring to the University campus "distinguished" lecturers in history and social science, the Blazers endowed the Blazer Lecture Series in 1948 and still support it.

Blazer's alma mater, the University of Chicago, gave him its top alumni award, the Useful Citizen citation.

President John W. Oswald said, "The University, the cause of education and the Commonwealth have lost a strong friend."

"Our world, however, is a better one for his being among us and giving of his time, talent and leadership to the problems of the day," Oswald continued, "His contributions to the University are almost endless."

Continued On Page 11

## Stress Increases Student Drinking?

By HELEN McCLOY  
Kernel Staff Writer

"Students drink less during final exams than during the football season," the head resident said. "For my own girls, this is a three-week Pamper Yourself period. They're not under stress, really. They take more baths, are more certain to wear perfume, pay more attention to their clothes, put on their make-up with greater care—then they go take a test and do better than if they'd worried about it."

She was speaking from 23 years' experience as a housemother, and her view that there is no more or even less drinking now (popular definition: time of great stress) than at other times of the year is held by most dormitory and fraternity personnel.

Opinions on the role of stress vary, however, from a plain, "there isn't much of it here" and "stress and drinking don't necessarily denote each other," to "increased stress and increased drinking are definitely related."

There are few national statistics available on stress and college drinking, according to Mary Ann Moldestad, who is writing her Master's thesis on normal drinking patterns.

A study conducted recently by Robert W. Lundin and Charles R. Sawyer at a small, unnamed men's college showed a "slight relationship" between test anxiety and stress. The questions used in their interviews were based on those for "Drinking in College" by Seldon D. Bacon and Robert Straus. Straus is now chairman of the department of behavioral sciences.

Whatever surveys might or might not say, the majority finding at UK was expressed by Bowman Hall's head resident, who said he has noticed "no trend whatsoever" toward more drinking in pre-exam weeks. At least eight other advisors agreed with him, including Alpha Chi Omega's housemother, who added, "the fact surprises me."

Some counselors felt age was a factor in the issue. Alpha Delta Pi's housemother said "after all, most of my girls are juniors and seniors who have been through the tension before."

A similar attitude was expressed by Miss Rosemary Pond, director of Women's Residence Halls. "If students are mature, why should there be more drinking?" she asked. "Students have to learn to cope with the situation, to say 'ok, exams are here.' There

are many things you can't wring your hands over if you're going to lead a meaningful life . . . and if you're going to get a degree in college, I think pressures are over-emphasized."

Ann Macdonald, Keeneland staff assistant said "If students say they drink from a stress, it's only an excuse. I don't think the academic pressure here is that great."

Three men's advisors, on the other hand, proposed a correlation between exam time and increased drinking.

"I can't speak officially for the halls," Donovan resident adviser Don Walker said. "But I see an increase of drinking with pressure. Nonetheless, it is never so bad a problem that you can put your finger on it. And of the four years I've been here, this is the best one yet, with respect to all problems."

A men's resident adviser who asked to remain anonymous said there definitely had been more drinking among the men in his hall the last two weeks. "When stress increases, everyone tends to relax a little more; it's almost necessary. But for some, the relaxation means increased drinking."

# PR Names Broadcast Director

Manthis Manchikes, known to Kentucky radio listeners as Pete Mathews, has been named to the new position of director of Radio, Television and Films within the Department of Public Relations.

Manchikes, associated with Cincinnati's WLW since 1957, and more recently as television production officer with the Ammor School at Fort Knox, has been in radio and television for 24 years.

The appointment is effective immediately, Dr. Glenwood Creech, vice president for university relations, said today.



**MANTHIS MANCHIKES**

The new radio-television coordinator will develop a public information program designed primarily for the broadcast media. He will produce radio and television programs, film clips, and work with the industry in its news coverage of the campus.

# Ford Foundation Will Support Series Showing Potential Of ETV

By JACK GOULD  
(c) New York Times News Service

NEW YORK - The Ford Foundation announced Sunday a grant of \$10 million for a series of programs designed to demonstrate on the air the potential of an educational television network broadcasting from coast to coast. The series would start next fall.

Plans for the demonstration were announced by McGeorge Bundy, president of the foundation, in a 300-page brief filed Monday morning with the Federal Communications Commission in Washington.

The brief is designed to support the foundation's controversial plan of last August for a

nonprofit communications satellite system that would use intercom from the relay of commercial TV shows to help support educational TV.

Bundy said that the purpose of the \$10 million grant was to use existing relay facilities on the ground to show the general public what could be expected if educational TV were afforded network satellite facilities and adequate financing to diversify programming on the home screen and offer instruction by video to schools and colleges. No operating satellite system is expected for two to three years at the earliest.

The tentative date for the start of the experimental series is Sept. 3, it was learned, and probably will consist of two or three hours on Sunday nights to explore in detail the previous week's news developments.

Such a project is known to be under consideration by Fred W. Friendly, television adviser to the Ford Foundation since his resignation as president of the Columbia Broadcasting System News Division.

"We see particular promise in a proposal to pull together the intellectual and cultural resources of this country to speak directly, once a week, to the great issues of the day in every field of action," the foundation's brief said.

"We are persuaded that if first-

rate production can be married to first-rate minds, and focused on questions that matter, the nation can be offered enlightened comment at a level never seen before."

The fund did not rule out, however, other samplings of non-commercial TV that might lie outside news and public affairs. Announcement of the plan was purposely vague, it was said, to leave the door open to all sorts of suggestions over the next few months. No time limit was put on the duration of the series.

While much of the \$10 million grant would go for rental of TV program relay facilities on the ground, substantial sums would be retained for production of top professional calibre. In addition to the reported news review it was understood Ford wanted to have leeway to commission other ventures from National Education Television, the production center providing tapes to noncommercial outlets; from an individual station or from a university.

The projected series would inter-connect on a live basis upwards of 125 noncommercial stations but the foundation stressed that a qualitative film might have the immediacy of impact which would make it deserving of simultaneous national distribution.

Bundy's brief was filed in compliance with the F.C.C. request that additional comments on the problem of communications be submitted not later than the close of business on Friday. The Communications Satellite Corporation (COMSAT) and the American Telephone and Telegraph Company will file voluminous briefs in the next few days.

# Benefit Concert To Be Given Tuesday

A Benefit Concert for the University Chorists and Lexington Singers will be presented at 8 p.m. Tuesday in Memorial Hall.

Featured on the program will be the University Chamber Singers, the Heritage String Quar-

tet, Phyllis Jenness, contralto, and Aimo Kiviniemi, tenor. Admission will be \$1.00.

All proceeds will go to send the Chorists and Singers to New York for their performance in Carnegie Hall with the Cincinnati Symphony Orchestra.

## University Housing Office Is Accepting New Residence Hall Applications For The Spring Semester

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## The Kentucky Kernel

The Kentucky Kernel, University of Kentucky, Lexington, Kentucky, 40506. Second-class postage paid at Lexington, Kentucky. Published five times weekly during the school year except during holidays and exam periods, and weekly during the summer semester. Published for the students of the University of Kentucky by the Board of Student Publications, UK Post Office Box 4986. Nick Pope, chairman, and Patricia Ann Nickell, secretary. Began as the Cadet in 1898, became the Record in 1900, and the Idea in 1908. Published continuously as the Kernel since 1915.

**SUBSCRIPTION RATES**  
Yearly, by mail - \$8.00  
Per copy, from files - \$1.00  
**KERNEL TELEPHONES**  
Editor, Managing Editor ..... 2321  
Editorial Page Editor, ..... 2320  
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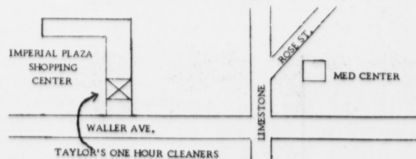
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# The Kentucky Kernel

The South's Outstanding College Daily

UNIVERSITY OF KENTUCKY

ESTABLISHED 1894

MONDAY, DEC. 12, 1966

Editorials represent the opinions of the Editors, not of the University.

WALTER M. GRANT, Editor-in-Chief

STEVE ROCCO, Editorial Page Editor

WILLIAM KNAPP, Business Manager

## A Better Solution

The University is in a predicament.

Public demand for tickets at basketball games is greater than the supply of seats available—and it isn't likely things will change. Six hundred tickets had to be cut from those available to the public to meet increased needs of the student and faculty community. Those who were cut from the ticket priority list had bought tickets for two years. Others who have been buying for six years had their allocations reduced to a maximum of two tickets.

The number of seats in the present coliseum will not increase, and it is therefore obvious a solution to the problem will have to be found.

Suggestions have included initiating a split-season program where by each student would get a season ticket for only one-half of all home games, thereby reducing the number of students present at any one game. The same plan could be used for faculty and the public.

However, a far better solution would simply be to make tickets available to only those students

who want to go to the games. As it stands now every student pays, through his activities fee, whether he ever goes to a game or not, or whether he even has an interest in the sports.

Under the new system only those students who sincerely want to spend the money for a season ticket would do so, a situation far more equitable for a matter of entertainment. For athletic games are indeed a matter of entertainment; they do not hold the same position as campus services subsidized through the activities fee.

The old argument that forcing all students to contribute to the athletic fund through their activities fee in order to assure a base amount of funds is neither fair nor valid. First, the demand for tickets suggests all the seats would be filled anyway. Secondly, meeting the budget by forcing students to pay hardly deserves ethical applause.

If after student tickets have been made available there still remains a seating problem, then consideration of a split-season option would be worth considering—but not until that time.

## Competing For Fun

Avery Brundage may be unrealistic in calling for reforms that would restore amateurism to major college athletic programs. Still, it is refreshing to find that, at 76 years of age, he hasn't given up the idea that there are some people who would compete for fun and fitness. And, given a chance, they could represent this country rather well in the Olympic Games.

He holds to this idea despite the fact that almost all the athletes performing for major colleges are bought and paid for long before they attend their first class. Occasionally a youth steps out of the ranks of paying students and performs to the coaches' satisfaction—whereupon he is immediately given a scholarship that entitles him to the same payment for room, board, books, tuition and "walking around money" that his teammates receive.

Mr. Brundage would like to see athletic scholarships eliminated and schools and colleges concentrate on developing fitness programs for all students. He points out, correctly, that commercialism rather than student fitness is the goal of most college (and high school) athletic programs. But there is little hope that this will change during his life. It will be enough if the effort is begun.

One contribution Mr. Brundage could make, as president of the International Olympic Committee,

is to move toward stricter amateur codes for Olympic participants. That would mark the beginning of the move away from hypocrisy and what Mr. Brundage calls a "disgraceful fraud" in the sports world. The line between amateur and professional athlete should be clearly drawn with those who accept athletic scholarships on the play-for-pay side.

*The Louisville Courier-Journal*

## Job Well Done

The Kernel wishes to extend plaudits to those students responsible for fostering the holiday spirit on campus by so beautifully decorating the Student Center.

Planning was carried out by the Special Events and Hospitality Committees of the Student Center Board, with numerous interested students participating in hanging the decorations. Window painting was accomplished by the Student Art Club, not affiliated with the Student Center Board.

This is indeed a job well done.

## Kernel

The prevalence of suicide, without doubt, is a test of height in civilization; it means that the population is winding up its nervous and intellectual system to the utmost point of tension and that sometimes it snaps.

*Havelock Ellis*



"Well, When He Hits Capitol Hill, He Might Not Get A Chance To Move Very Fast"

## Letters To The Editor

### Joys Of Living In Complex 8

To the Editor of the Kernel:

We in Complex 8 Dec. 1 experienced an incident similar to the sounding of the fire alarm in Blazer Hall as described in a letter by Kacy Chambers and Donna Estridge.

The alarm went off about 12:15 a.m., and we all filed out into the cold and snow flurries. There we realized that it wasn't a drill because there were no waiting firemen, only Pikes.

After one of the dorm officials discovered that it was a false alarm, we were allowed back into the building, and an electrician was called to turn the thing off. We were luckier than those in Blazer; our alarm was off by 1 a.m. But then the heating system went out.

Want to hear the best part? Nobody ever did call the fire department! Had they been called, they probably couldn't have gotten to the building because there is no road, and padlocked posts now keep "unauthorized" vehicles off the nice, wide, muddy sidewalks. If they had managed to plow through the mud in front of Complex 7, they probably couldn't have reached to the fire hydrant, which probably isn't connected yet anyway (the phones aren't).

The heating failure was particularly interesting because three "heating men" had spent the morning checking the rooms, whether the residents liked it or not. Although their presence had been announced on the intercom, several sleeping coeds were quite surprised when they found the men letting themselves into their rooms by pass keys, climbing on the furniture (would you believe on the occupied

beds?) and otherwise creating a disturbance.

Concerning the study problem, our corridor is blessed with quieter residents than I've ever known in a "study dorm," but others are not so lucky. We not only don't have a study room on each floor of this building, but we also don't have a soundproof library in the basement, or kitchenettes, or an elevator, or a concession room, or a TV or a stereo. And have you seen our "lobby"? We can't find it, either.

We do have two small lounges in the basement without furniture which are too open and noisy for studying. We also have a maid's room, a janitor's room, and several other locked rooms down there whose natures we can only conjecture.

If you'd like to see and hear some of the other atrocities in Low Rise 8 (isn't that a lovely, homey name?), drop in anytime (the door alarms haven't been installed yet).

Or maybe you would rather wait until next semester. We've asked permission to have open house every other Sunday so we can show off our new home to everyone!

*Beverly Vance  
Pre-med Junior  
Marilyn Fields  
Nursing Junior*





Lexington Transportation, 1966

## Many Cars, Little Money Create City Traffic Woes

By STEVE ROCCO  
Editorial Page Editor

Lexington Traffic Engineer Joseph M. Heidenreich leaned back in his green leather office chair, gazing out his window into the street below the Municipal Building, with a worried and tired look on his face.

Rush hour traffic was beginning to congregate into its daily muddle, and Heidenreich knew little could be done about it.

"There are 250,000 vehicles making daily trips in and out of Lexington," he said. "By 1980 this number will reach half a million. And we're using virtually the same arterial streets we had in 1830."

But the traffic engineer said downtown traffic was not the worst problem. The south end of town is the real trouble area in respect to traffic jams. There is a technical reason for this, he explained. Radial routes, such as Nicholasville Road, Winchester Pike, Harrodsburg Road and Versailles Road, emerge from the downtown area. "They split the town into pieces of pie," Heidenreich observed.

"The real problem is going from one piece of pie to another. We need not only an outer beltline but a series of others."

Heidenreich added, "You can widen an existing road until you reach the point of diminishing returns. Every piece of property has an access, and to eliminate the access you have to buy the property on either side of the roadway. It is cheaper to build a new facility."

Lexington's traffic problems stem from one basic problem:

the lack of funds with which to make necessary improvements.

A downtown transportation improvement plan was finished this year by Wilbur Smith and Associates. The main proposal is an east-west expressway, roughly running equidistant between Maxwell and High Streets. The highway, costing \$7,750,000, may never reach the official planning stages. A number of citizens have opposed the planned location, suggesting construction would necessitate the destruction of several "historic" sites.

Even if the plan were adopted, Lexington isn't likely to be able to secure the funds.

Heidenreich said there are two categories of financing streets in Lexington. The state assumes the responsibility for arterial streets, and must get traffic around and to Lexington on the various U.S. highways that serve the city.

The controlling factor is the state's expenditures. The federal government matches each state dollar with nine dollars when an Interstate highway is constructed, Heidenreich noted. "The state likes this."

When the state constructs primary and secondary roadways it receives a different federal scale of matching funds. To construct an expressway in Lexington the state would receive matching funds on only a 50-50 basis.

Heidenreich said Kentucky is spending \$190 million this year on highway construction, yet nearly all of it is going to build Interstates.

One thing that disturbs Heidenreich is that the federal gov-

ernment is matching state funds on a 70-30 basis in the construction of Appalachian roads, yet will not allow cities the same benefits.

"Not only will federal appropriations have to be increased by the federal government (for city expressways), but an increase in percentage in matching funds is needed, Heidenreich said.

The second category of securing funds for building urban streets is a "local responsibility," he said. "It has been customary

in Kentucky and other states to make road users pay the bill."

When neighborhood streets are improved, each property owner is assessed so much for the betterment. But, Heidenreich said, "We have streets like Maxwell and High that are used by thousands of people besides those who live on these streets. They are not owned by the state." And it is here that the hitch develops.

"It is against the law for the city to reserve a portion of the gasoline tax," Heidenreich

said. "The state and federal government have pre-empted the city's ability to tax motorists. It is not this way in all states. But money to improve streets such as Maxwell and High must come from the general fund, and that goes for a thousand other purposes."

Money collected by the sale of city licenses goes into the city's general fund.

The situation is only worsened by Lexington's rapid growth. In 1952, the city had

Continued On Page 8

'We're using the same arterial streets we had in 1830.'



South Broadway: City's Worst Grade Crossing

Photos By Steve Rocco

# Commercial Transport Improving

By STEVE ROCCO  
Editorial Page Editor

If driving is a problem, Lexingtonians may find some consolation in knowing the strike has ended and buses are running again. And if the planners have anything to say, rubber tire vehicles will be used here for mass transit for years to come.

William Qualls, Director of Planning, said that a mass transit study was not being conducted. Indications are, he said, that future passenger volume will be increased very little. But there is the possibility that bus service will be expanded to new areas. The 1966 Wilbur Smith and Associates study notes, "The Kentucky Department of Highways is currently conducting the public transit phase of the comprehensive transportation study. It is understood that a report to be released subsequently will include the recommendations on the future transit service to be provided in the Lexington-Fayette County area as part of the total transportation facilities."

Qualls said the Highway Department is also preparing plans to route trucks through and around Lexington.

The Planning Commission is, in addition, working on a Railway Plan. Essentially, this entails the removal of the Louisville and Nashville-Chesapeake and Ohio Railway tracks that run parallel to Main and Vine streets. This is a major proposal of the downtown urban renewal plan. Trains would run on a new beltline around the city's congested areas.

Also included in the Railway Plan is the "removal of seven or eight grade crossings in the community, such as those at Waller Avenue and South Broadway," according to Qualls.

Heidenreich pointed out that the South Broadway crossing was the only one giving the city a real problem. It is here that long freight trains tie up traffic for blocks. He said, "Virginia Avenue and Scott Street cause problems in depressing the roadway, because where they intersect with South Broadway they would also have to be lowered for a considerable distance.

"If the railroad were depressed, the Southern Railway would have to move its passenger station." Yet this crossing continues to daily create in traf-

fic what Heidenreich terms "intolerable delays."

Qualls noted that as far as railway passenger service is concerned, "everything is going downhill all over the country. In a few more years Lexington and other communities may not have railway passenger service."

His statement seems quite true when one considers passenger train service in Lexington has been curbed by about two-thirds since the end of World War II. Presently, the Southern Railroad, from its South Broadway station, operates four trains daily, with destinations of Cincinnati, Atlanta, Valdosta and the Carolinas. Dining car service has been removed from all these trains, and runs which once terminated in Jacksonville are now cut short at Georgia points.

A Southern spokesman said he knows of no immediate curtailments or additions to existing service, and that passenger traffic was "about the same" as a year ago. Nevertheless, it is not uncommon to see Southern trains arriving and departing

maintain the adherence to timetables that local bus lines and air lines maintain.

But passenger trains had long periods of glory in Lexington and across the nation prior to and during World War II. A 1942 edition of "The Official Guide," the "bible" of railroad timetables, shows that the Southern operated 10 daily passenger trains in Lexington. All had dining service and, with the exception of two, had sleepers.

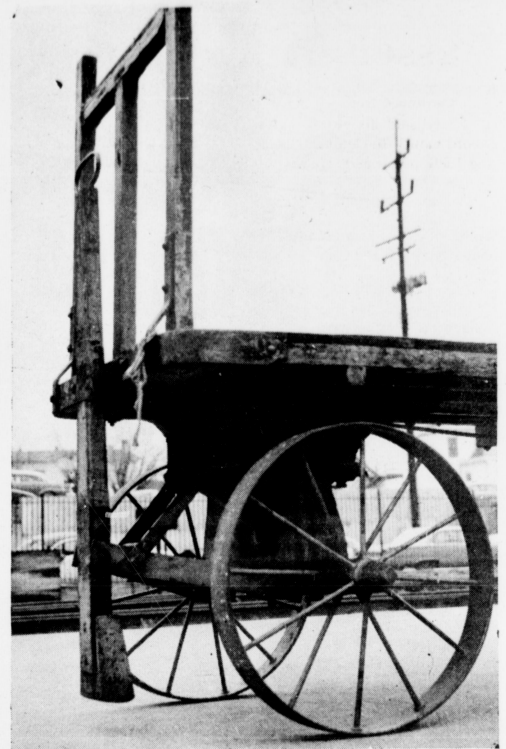
One of these trains was the famous Royal Palm, which ran from Jacksonville to Cincinnati and back behind a powerful, gleaming green and gold steam engine. Today that train still runs through Lexington, but it is a sad contrast to the heyday years. All left of the Royal Palm, recently referred to by a disgruntled passenger as the "wilted leaf," is two coaches trailing two aging diesel engines and a string of dingy baggage cars.

But the Royal Palm isn't the only name passenger train serving Lexington that has fallen from its glorious past. The C & O once operated a section of its famous train, the Sportsman, from Ashland to Louisville, and equipment was plush: an observation lounge buffet car, dining car, club lounge diner and imperial salon car (individual seats for passengers not desiring Pullman accommodations). The C & O also operated a commuter train between Ashland and Lexington every Monday, Wednesday and Friday.

A third railroad, the Louisville & Nashville, at one time also served the city with passenger trains. L & N trains from Lexington connected with Cincinnati-Atlanta main line trains at Winchester, trains such as the plush Southland (now but a memory) and the Flamingo (reduced to one coach and a string of baggage cars). Other L & N trains from Lexington ran to Louisville, and Beattyville, Hazare, Harlan and numerous mountain towns.

Most of these trains to the mountains weren't as fancy as the Sportsman or Royal Palm or Flamingo; in fact didn't even have air-conditioned coaches. But, at a time when roads were poor and automobiles scarce, these trains were vital to the Commonwealth.

The decline of railway passenger service is clearly evidence in downtown Lexington,



Symbol Of A Vanishing Era

Bus, Air Lines  
Set Records.  
But Rails  
Continue  
Losing Patrons.

without a single passenger boarding or departing at Lexington.

When the Chesapeake and Ohio's tracks are removed from downtown, it will be necessary to close the Rose Street station. This station was opened in the late 1950's when old Union Station, at the site of Stewart's new parking garage, was torn down. Now, C & O plans, according to an official, to open a new station on Delaware Avenue. This line still has what appears to be a healthy passenger business with its two George Washingtons serving the city daily, going to Louisville, Washington and New York. These trains retain diner service and sleeping cars. C & O plans essentially to continue its current service.

Rail passenger service in Lexington consistently does not

as a new parking garage on Main Street near the viaduct rises on the site of old Union Station, demolished in the late 1950's when lack of railroad passenger patronage no longer warranted the cost of keeping it open. The station had been used by the C & O and the L & N. When it was torn down the L & N no longer ran passenger service to Lexington and the C & O moved to a small facility on Rose Street.

Although modern highways and air service are robbing railroads of their train riders, this problem has not bothered Greyhound in the Lexington area, according to Pat Renegar, terminal supervisor. He said that Greyhound traffic was "way up" over a year ago. Although the airline strike had a lot to do with this, he feels business is still, on the average, five to 10 percent greater than last year.

Greyhound is operating the same number of schedules this year as last, although several buses (sections) are being run on many of the existing schedules. Now five to six buses are running on a schedule that had but two or three last year.

Greyhound currently operates 60 buses a day in and out of Lexington, called a "shakedown point" because it is the hub where connectors intersect with express routes.

"Lexington is a good bus town," Renegar said. "We have almost as many charters as Atlanta or New Orleans."

Southern Greyhound, which has its headquarters in Lexington, this spring will increase its fleet by 117 buses. The new coaches will sport theater-type seating and a false semi-double deck.

Dispatching of drivers and

buses from Lexington is done through Louisville, Renegar said. "It makes the two cities one." He added this method was employed by several other major cities on Greyhound routes.

Presently, Greyhound is planning a new terminal. It is expected construction will begin within two years, although the site has not been definitely determined.

College students comprise a large portion of Greyhound's patronage in Lexington, Renegar said, because they have "low funds."

If the Lexingtonian seeking ground transport is confused and angered by the muddle of traffic and the minimal railway service, the picture becomes much brighter when he is willing to pay the higher fares required to take to the air.

A transportation boom is in evidence at Blue Grass Field, served by Delta, Eastern and Piedmont Airlines.

Piedmont Airlines spokesman A. B. Casey said his company currently served Lexington with eight daily flights—three to Louisville and five to Washington, Norfolk, Wilmington, Roanoke, Lynchburg and Fayetteville. This is one less flight per day than at this time a year ago. The flight that was dropped went to Cincinnati, and it did not prove profitable because it is "almost as fast to drive there" than to get from airport to downtown in Lexington and Cincinnati.

Piedmont serves Lexington with standard propeller Martin 404's and prop jet Fairchild F-27's. By 1968 or 1970, Piedmont hopes to serve Lexington with a new plane, a Boeing 737 twin-engine jet.

Continued On Page 7



A Modern Air Terminal: City's Front Door

Lexington charters as many buses as New Orleans.

# City's Three Airlines Boasting Record Passenger Loadings

Continued from Page 6

Casey said his airline had a record month in October, boarding 1,991 passengers. He expects the upward trend to continue. "I expect our flight pattern will remain pretty much the same," he said, adding, "we may reinstate our Cincinnati service."

Optimism is also in evidence at the Eastern airlines office. A spokesman said Eastern is loading 120 to 150 passengers a day, and that business was "definitely increasing." Recently the airline inaugurated two new Super Electra prop jet, non-stop flights, one to and one from New York City. Six other Eastern flights serve St. Louis, Huntington, Louisville, Washington, and Baltimore. In addition to the electras, Eastern employs Convair 440's here.

It is possible that airline may soon add a new flight to Memphis or Chattanooga via Knoxville.

Still another success story is noted at the Delta office. Dan Hale, local representative, said loadings were up every month. Delta has seven daily flights, the same number as a year ago, serving Atlanta, Chicago, Cincinnati, Detroit, Dayton-Columbus, Indianapolis, Fort Wayne, Toledo, Knoxville and Chattanooga.

Equipment used by Delta is the Convair 440, although the airline hopes to employ DC-9 jets upon lengthening of the Blue Grass field runway.

During the first 10 months of 1966 the three airlines serving Lexington boarded 65,262 passengers as compared with 50,689 in 1964, and deboarded 65,976 and compared with 49,818, meaning that there has been a 31 percent increase in passenger traffic at Blue Grass Field in the past two years.

Airport Manager Logan C. Gray Jr., said at the present time the airport is "battling to get increased air service." New service would come not only through additional flights by present airlines but through the addition of two other air lines to Lexington, Alleghany and Lake Central.

These two lines petitioned the Civil Aeronautics Board last month to serve Lexington. Lake Central would provide service

from Lexington to Evansville, Indianapolis, and Portsmouth, Columbus and Cleveland, Ohio.

Alleghany plans to serve Pittsburgh, Philadelphia, Nashville, Memphis, Columbus and Cleveland, from Lexington. These two lines, if approval is given, will bring an additional 11 daily flights to Bluegrass.

Recently, the CAB denied Alleghany's request to serve Lexington. But the airport board quickly vowed to appeal the decision. Gray said that the board will join with both Alleghany and Lake Central in their resolutions to serve Lexington, and will appear before the CAB in their behalf. Normally approval takes about 23 months, although the airport board has high hopes of gaining this new service, if approved, within a year.

Gray said the philosophy of the local airport board is that a golden terminal building would not make planes come to Lexington; rather it takes people and a long and heavy runway.

At least two of these ingredients, the people and a heavy runway, are now available at Blue Grass Field. Almost every day flights depart Lexington 95 percent filled. Some flights are filled until January. "We're doing everything but scotch taping passengers on the damn fuselage," Gray said.

The second ingredient, a heavy runway, was acquired this fall. The main runway, runway



As part of Lexington's Railway Plan, this track will be removed soon from the downtown area. Such action further emphasizes increase use of automobile and the decline of railway passenger

service. The new parking garage, right, was once the site of a railroad station. Upon removal of the track, new roadways and buildings may be constructed downtown.

422, had from five to seven inches of asphalt added to its older concrete surface, virtually eliminating worries about the heavier planes of the future.

The resurfacing was carried out over a 12-night period under portable floodlights. The airport was closed from 11 p.m. to 7 a.m. for the resurfacing, and not one commercial flight was missed or delayed. The process, devised by Gray, was a first in aviation history and resulted in Lexington having what Gray terms one of the finest runways in the nation.

The third and missing ingredient, a lengthy runway which will accommodate all small jets, will be under construction in January or February, Gray says. Runway 422 will be lengthened from 5,500 feet to 6,200 feet. Blue Grass Field may be an all jet operation by 1968.

In Fiscal 1967 the airport will renovate its terminal, adding a new concourse. In addition, a free-standing (away from the terminal) control tower, costing \$750,000 and financed entirely

by the federal government, will be constructed soon. Gray said the tower will either contain radar equipment or will be built so the equipment may be easily installed.

The Lexington airport, according to Gray, has one of the finest snow removal systems in the nation. During last winter's 17-inch snowfall not a single commercial flight was aborted here because of snow on the runway. On a percentage basis, less flights are cancelled here than at the radar-equipped Cincinnati airport.

Another factor assisting plane arrivals and departures here is the fact that runway 422 has very little crosswind 95.76 percent of the time.

Gray said that Blue Grass Field's fire fighting equipment is minimally adequate.

It must be said in general that the Lexington commercial transportation picture, from the passenger's point-of-view, is constantly growing brighter with the possible exception of the railroads. Because Lexington is growing so rapidly, the facilities are running somewhat behind the demand at times.

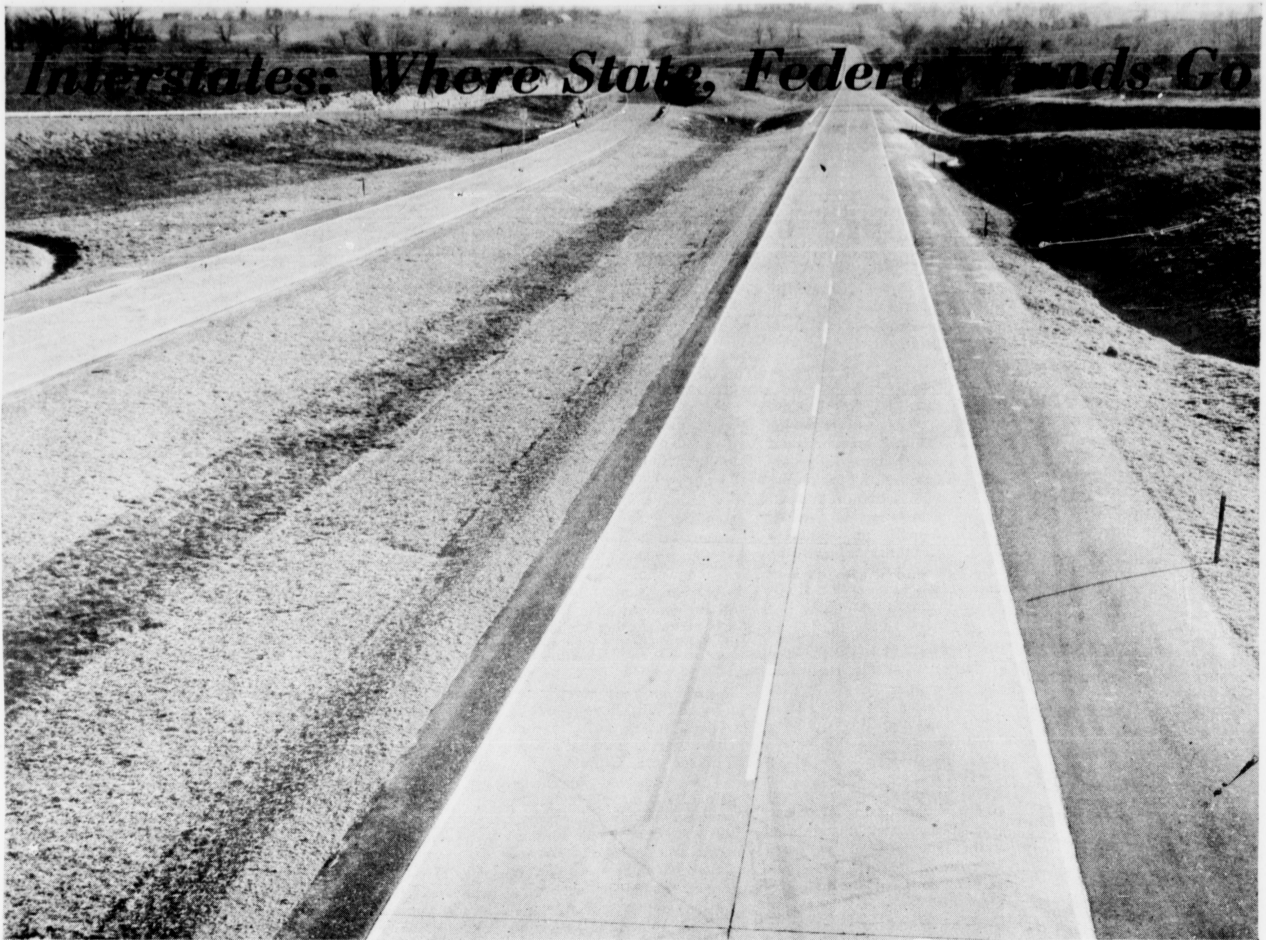
But giant strides are being made to catch up, stay ahead and, in general, plan for the future.



Rail Passenger Service Continues To Decline . . .



. . . But Local Bus And Air Lines Record Record Loadings



Interstate highways, such as this new section (above) of Interstate-75 between Berea and Richmond, represent most of the state's highway expenditure to the consternation of the cities. The Federal government's matching funds are only 50-50 for urban expressways as compared to \$9 for every state dollar in the construction of the interurban Interstate. Cities have no chance to build expressways through their own funds, as the state does not allow them to keep a portion of the revenue from gasoline taxes. In Lexington the only money obtained directly from motorists who use the streets comes from the sale of city licenses, and this goes into the general fund which is used for hundreds of other purposes.

## Heidenreich Suggests Return On Gasoline Tax

Continued from Page 5  
5.7 square miles within its limits; today Lexington sprawls over 20 square miles.

"It is more expensive to serve any given area that is spread out," Heidenreich noted, adding that the older part of the city is far more compact than the newer sections. "Besides, in newer areas, we have to start services from scratch. I don't know how we've done what we've done," he said.

The traffic engineer listed the devaluation of the dollar as still another contributing factor to Lexington's transportation dilemma.

If Lexington doesn't have modern thoroughfares, it certainly isn't because plans haven't been drawn up. "Plans," said Heidenreich. "All these things sitting on my desk are plans" (about 20 booklets in black binders balanced precariously atop his desk). "All those things sitting in my bookcase are plans. Besides these, we draw up plans on a day-by-day basis."

But Heidenreich was quick to point out these plans are useless without the money to implement them. "The first survey was taken in 1931," he said, "and 99 percent of those proposals are not built yet, although they're still valid today."

(The first contract was let on the Beltline in 1949, and, 17 years later, it is still only half completed).

Other surveys were undertaken in 1947, 1951, 1962 and 1966.

Heidenreich has a proposed solution, but doubts that it will be acted upon. "Presently, the

only alternative is to increase taxes," he said, "for everyone, not just the motorists. But my idea is to take a percentage of the gasoline tax back from the state and finance bonds to build new roads just as the state does. The amount of return from the gasoline tax could be determined by the area and population of the city."

In 1952 the city's revenue was \$2.5 million as compared to \$8.5 million today. But because of the rapid expansion of the city

the city planning commission have expressed some concern over the fact that University planners did not first consult with them on the proposal to close Rose Street. Now, it is reported the University has hired a consultant to work with the planning commission on the proposal).

And until something is done to provide additional funds to construct more modern streets in Lexington, that's what motorists here will have to learn to do—live with it.

Lexington mayor Fred E. Fugazzi, in a recent speech, said, "It is where we have the major collectors and arterials that we face the problem. These streets are not only used by the local motorist but they are also used by the so-called farm-to-market traveler, the through traveler and the intercity traveler."

"Are we to be expected to adopt a policy whereas the local user and taxpayer foots the entire bill for wider pavements, wider rights-of-way, etc., when a great percentage of the travel on this type of street is non-local in financial contribution? I say no. I say that in the case of major arterial and collector streets it is unrealistic to expect Kentucky cities to finance these types of improvements without additional help and assistance from the state and federal level.

"... Kentucky cities cannot wait. We need aid now. It is hoped that the next General Assembly will give cognizance to this problem and provide to Kentucky cities a larger and specifically designated share of the highway user tax receipts," Fugazzi said.

'Kentucky  
Cities  
Cannot Wait.  
We need  
Aid  
Now.'

this revenue allows little significant road construction.

Another proposed Lexington expressway would be University Drive, a street which UK has proposed if it would be allowed to close Rose Street south of Euclid Avenue. University Drive would essentially run east of Rose in a north-south line. But "University Drive will not be accepted until some solution to the closing of Rose can be found," Heidenreich said. "We have to live with it."

(Both the traffic office and



# Latin American Concept At Berkeley

By FRED M. HECHINGER

(c) New York Times News Service

Demands by student activists and some teaching assistants at Berkeley that non-students be granted a voice in university affairs sound like the echo of an old tradition, with roots in Continental Europe and Latin America.

The American and British philosophy sees the campus as a sanctuary where ideas are studied, debated, analyzed, refined and readied for action. The stu-

dents. In Bologna, students hired their teachers and dismissed them. This arrangement led to a coalition of the students' and the professors' guilds, not unlike the coalition of today's undergraduate activists with like-minded teaching assistants.

The dangers of the student-dominated university are illustrated by some intensely political universities in Latin America. In some instances students who might otherwise have been forced to leave these institutions are known to be able to "persuade" their teachers to let them take examinations in the same course over and over again to avoid expulsion.

The party line of many Latin American student activists is that anybody who wants to become a student should be admitted; nobody is ever expelled for academic reasons and, once enrolled, he is part of the student-dominated power structure. The consequence to the national interest—both in the production of educated manpower and in terms of political stability—is disastrous.

While no such extremes exist in Berkeley or elsewhere in the United States, many student activists are skilled in remaining on the rolls for much longer than the four undergraduate years.

Some achieve this by interrupting their studies, as in the case of Berkeley's Mario Savio, who spent a year at Oxford and

this year tried unsuccessfully to be readmitted to the University of California to which he had originally transferred from a small college in New Jersey. Others do it by taking a minimum load of courses. One activist at the City College of New York has remained a freshman for almost four years.

The phenomenon of the "perpetual student" has been a long-standing tradition in Central Europe, especially in Germany. Many lifelong nonscholars were the idle sons of the rich but others were political agitators, frequently ultra-nationalists. Their nonstudent allies were rabid fraternity brother-alumni, the "alten herren" (old gentlemen), who together with their student and faculty accomplices dominated the universities and wielded politico-economic influence.

This unofficial power structure relied heavily on the virtual absence of university administration, with the rector—the closest equivalent to the university president—elected periodically by the faculty. This arrangement probably is dream of an administration that merely cuts the grass. But it also facilitated the political takeovers engineered by the Nazis in German universities and subsequently by the Communists in such old seats of higher learning as Charles University in Prague.

While American alumni can occasionally be a nuisance, their interest is too

sporadic to be a major danger. Even during the McCarthy years, most strong university administrations were able to resist right-wing threats.

Radical-right activists incidentally tried unsuccessfully, a decade ago, to use nonstudents to introduce threats of coercion on American campuses, not unlike those of today's new left. Instead of using tactics of physical obstruction, such as sit-ins, they called for financial boycott to dictate the curriculum and to remove liberal professors.

What makes the present activism and its alliance with nonstudents so dissonant is that, despite its left-revolutionary slogans, it faces an American campus tradition that has been a vital instrument working toward a progressive, open society.

To be sure, there have been occasional blots on that record. But for the most part, the strong institutions have remained islands of independent, often dissenting liberalism.

They will undoubtedly be able to resist present efforts to change these traditions. But those who see Berkeley-type revolts as nothing more than a demand for "participatory democracy" might keep in mind the unhappy historic patterns of political universities in other countries and cultures.

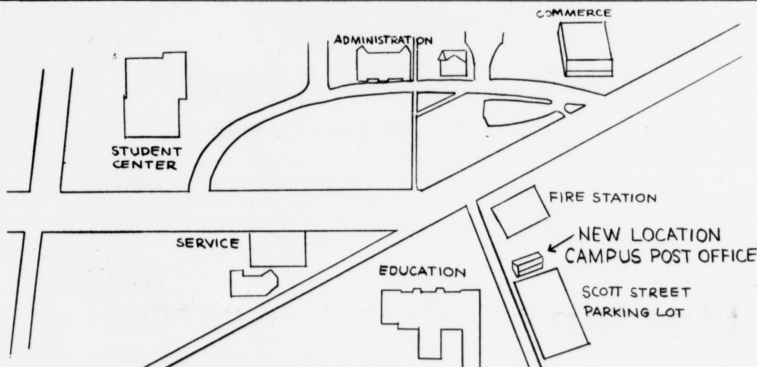
## News Analysis

dent-dominated, activist approach, on the other hand, is that of the political university.

The American scheme views faculty and administration as the permanent arbiters of goals and ground rules, with the students cast in the role of transient participants.

The other scheme envisages students, in alliance with compatible faculty members, in command of political and ideological goals. This concept naturally invites the participation of outside sympathizers.

The question of who controls the university goes back to the 13th century and the difference between the traditions of Paris and Bologna. In Paris, reputable scholars set up shop and admitted stu-



## University Post Office To Move Dec. 20

The University Postal Services Department will move from its present location in McVey Hall to the Scott Street Building Dec. 20.

Parking space will be provided in the Scott Street parking lot in certain designated spaces near the east end of the lot. Parking will be limited to 15 minutes in those spaces provided for use by patrons of Postal Services.

Mail delivered to the University Postal Ser-

vices by the City Post Office the morning of Dec. 20, will be delivered as usual. No afternoon delivery will be made that day, however, because of the move. The regularly scheduled deliveries will resume Dec. 21.

Services normally scheduled by the department will continue at the new location between the fire station and the Scott Street parking lot.

## Albee Says Limited Manpower 'Dooms' Mental Health Programs

Continued From Page 1  
of institution," not based on the illness model, but based on the "rules and language of empirical science," he said.

At such an institution "we would emphasize strength, not illness," he said, and "workers of all kinds would be trained to work."

Different levels of workers should be trained, some to take over tasks which it has been believed persons with much training must do because they will

be dealing with 'sick' people.

"As long as the illness model persists, we'll never have enough professionals," Dr. Albee said.

Dr. Albee believes that mental illness is caused by socio-cultural conditions which have a "profound effect on the rates and kinds of disorders which develop."

His is the social learning theory, which holds that emotionally disturbed behavior is complex learned behavior.

"We do know a great deal in the behavioral sciences," Dr. Albee said. "We have been too blinded by culture and values and language to recognize the value of our knowledge," he said.

Critical views of the psychology profession charge that psychologists conceal little knowledge under an enormous esoteric vocabulary.

Dr. Albee, who believes psychologists do have a sound working body of knowledge, says however, "Until psychologists develop a concrete, institutional structure, they will not be able to have a full-fledged profession."

The reason that psychologists are "guests" in others' institutions, he said, is that psychology uniquely developed within the academic setting, and had to move out into the institutions of the medical profession. Other professions develop as purveyors of service for the community and developed their own institutions, he said.

## Most Preregistered Students Will Get Preferred Schedule

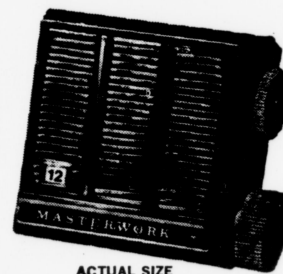
Over half of student preregistration schedules are complete for the spring semester of 1966-67.

R. S. Larson, associate registrar, said today that 68 percent of the schedules were complete, which was a total of 7,609 complete schedules. The figures for incomplete schedules were 3,589 which was 32 percent.

Larson said that students with incomplete schedules should not worry. Over the holidays the student should find courses that would substitute for the lost ones and when he reports to the Coliseum on Jan. 9-10 the only thing he has to do is substitute these courses for the ones he has lost.

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## Player Of The Week

Kentucky's

### Thad Jaracz

They call him "Bear" and have good reason. Before the season got under way, it was thought that Thad Jaracz would be moved to the forward spot opposite Pat Riley and big Cliff Berger shifted into the pivot.

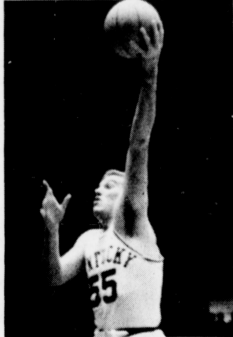
Adolph Rupp tried the transition, but it didn't work. Jaracz now remains at his beloved pivot spot and with performances there like the ones he turned in against Illinois and Northwestern, he'll stay.

As far as rebounds went in the losing Illinois cause, it was almost entirely Jaracz, especially on the offensive end of the court.

Against the Wildcats of Northwestern, Jaracz started the game off by hitting the first shot attempted. It was the typical Jaracz leaning hooker that never fails to amaze.

"Unorthodox," one fan called it. "He shouldn't even be allowed to make such a thing."

Jaracz wound up the evening at Evanston, Ill. with 23 points on 11 field goals and 1-1 at the free throw line.



And for his combined efforts in the Illinois and Northwestern games, the 6-5 junior from Lexington becomes the Kernel's second Player of the Week.

## Kentucky Signs 19 High School Stars

Nineteen future Wildcats, including a dozen from the Blue Grass state, signed Southeastern Conference letters of intent Saturday with Kentucky as the football recruiting season went into full swing.

The official signing to football scholarships began at noon on Saturday and, at that time, 22 outstanding high school athletes were signed or in the process of signing with the University.

The biggest signee (and the first) is Woodford County's Paul Noel who stands in at 6-3½, 220-pounds. Noel is a tackle.

Seven out-of-state players had signed with UK by Saturday and the list included players from Tennessee, Indiana, Florida, and Georgia.

Every high school star with the exception of Larue County's David Cundiff, stands 6-0 or better. The lightest signees thus far is Hugh Bland of St. Joe Prep and David Winters of Bellevue who tip the scales at 175.

Both boys are backfield specialists.

Four outstanding Tennesseans are expected to sign soon.

### New Cats

Player	Pos.	Ht.	Wt.	High School
Paul W. Noel Jr.	T	6-3½	220	Woodford County
Robert C. Best	HB	6-1½	205	MMI
Rick Deason	E	6-2	210	Hopkinsville
Donnie Miller	E-Lb	6-0	205	Princeton
Joe Loftus	T	6-1	215	Princeton
Bobby Jackson	E-Qb	6-2	217	Seneca
Hugh Bland	Qb	6-2	175	St. Joe Prep
David Cundiff	Fb	5-10	185	Larue County
Jim Winters	Qb-Hb	6-1	175	Bellevue
Jerry Bentley	T	6-2	220	McKell
Roger Greer	F-b-E	6-3	195	Jenkins
Frank Rucks	Fb-Lb	6-1	195	Henderson Co.
Clint Opiekens	E	6-1	210	Choctawhatchee, Fla.
Steve Parrish	Fb	6-0	195	Evansville, Ind.
Bobby Finnell	T	6-0	205	Southwest, Ga.
Bernard Skruggs	Qb	6-1	180	Southwest, Ga.
Tom Morris	T	6-1	220	Chatanooga, Tenn.
Randy Crutcher	E-Lb	6-0	190	Johnson City, Tenn.
David Roller	MG	6-1	205	Dayton, Tenn.

## Tommy Porter At Northwestern: One Game, Two Wins, Three Shots

By PHIL STRAW  
Kernel Sports Editor

When D. (Dovard) Thomas Porter stepped to the free throw line Saturday night at Northwestern, the stakes were high.

On the line was UK's second win of the season. Only 16 seconds remained in the see-saw battle and the Wildcats were down by two.

Only 26 seconds earlier Porter had tied the game at 114-all with an 18-foot jump shot and now, it was again up to him to bring Kentucky back into contention.

Porter hit the shots and moments later Pat Riley duplicated the feat as UK came out victorious, 118-116.

However, aside from the game, the season, the national ranking, and all the pressure that comes with 9,000 screamers on the sidelines, Porter also had a little personal "game" to continue that night.

It seems that he and Gary Gamble have a running free throw contest going this season with guards Steve Clevenger and Jim LeMaster.

"I just couldn't let Hopper down at a time like that."

Porter explained that the contest was based on percentage and for free throws made in games only.

"Gamble and I haven't missed this year," the 6-3 junior said. "Steve and LeRoy (LeMaster) have missed only once."

LeMaster missed a free throw in the loss to Illinois last Monday night.

"I think it is a real good thing," Porter said seriously. "The contest keeps us all conscientious of the pressure."

Was he thinking about both games as he walked to the line Saturday?

"Actually, our contest just barely passed through my mind," Porter said.

Then just what does one think about when in such a predicament?

"I didn't really think about the importance of the shots until I started to walk up to the line," Porter said.

"And then I said to myself, 'Oh Lord, how did I get in a situation like this?'"

Nothing was said for a moment.

Porter, who has been shuffled in and out of the forward spot all season ended the game with four points.

There's one more ritual Porter goes through before shooting free throws.

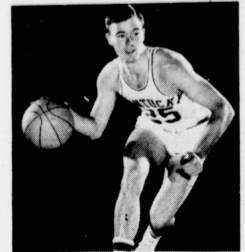
"I always look over at the bench," Porter said. "I don't

know exactly why I do this, but I do, especially when I'm shooting on the end of the floor that has the Kentucky bench."

Porter, in a second thought, said, "I guess it just gives me confidence."

Porter and roommate Cliff (Ham) Berger talked about the game with North Carolina coming up this Tuesday.

"Coach Hall (Joe) scouted



T.P. . . . 2 Games In One

them twice," Berger said, "and he said they had to be one of the best teams in the nation."

"They started a combo of 6-8, 6-10, 6-3, 6-3, and 6-3," Berger said. "And the best man they've got, Lewis (Bob), is one of the 6-3 guards."

Lewis averaged about 27 points a game last season.

The little chat over, Porter left the room, only to be greeted by a cheer from his fans in Haggin Cl.

"Did you see the signs on the door?" Berger said as the wooden door swung open.

"CI's favorite son . . . D. Thomas Porter," one placard said in bold letters.

"We love you T.P.," another read. In smaller letters near the bottom was added, "We like you too, Cliff."

Berger just grinned and Porter, walking down the hallway, thought about winning that con-

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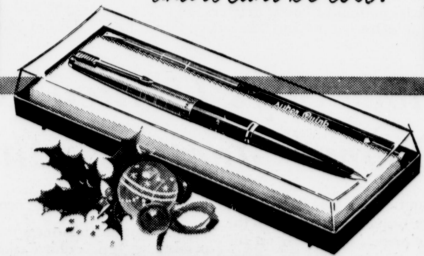
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# School Head Fears Double Sessions Increase

**From Combined Dispatches**  
 LOUISVILLE — Schools throughout the state may have to resort to double sessions next fall to compensate for the lag in classroom construction, the president of the Kentucky Association of School Administrators predicted Sunday.

Not enough money is available to provide classrooms for children in fast-growing school districts, Fred T. Burns, superintendent of Daviess County schools, said in an interview with the Courier-Journal.

"Little or no building is taking place in these counties. Classrooms are already crowded, and there is no hope for the immediate future," Burns said.

He is in Louisville for a three-day winter conference of KASA at the Sheraton Hotel.

Burns could not specify how many counties would face the difficult alternative of increasing class enrollment or running double sessions to alleviate crowding.

School building is way down in the state because of these factors, Burns said.

• The 10 percent freeze on all school revenue increases, imposed by the 1965 legislature.

• Tight money resulting from various national anti-inflationary measures.

• The need for revision of the Minimum Foundation Program, which allocates all state-aid money to the 200 local school districts.

"There just has to be revision of the Minimum Foundation Program in 1968 legislature or things are going to be in a bad way," Burns said.

The foundation's program is six years old. School construction has not kept pace with increase in building and operating costs, he declared.

State figures showed that Kentucky schools spent only \$20 million on school construction last year, while in 1963, \$40 million was spent.

Burns said the local school districts are contributing their full share to the costs of operating and building schools.

"Daviess County is a good example of this," Burns said. "We have reached our debt limit. We cannot float any more bonds. Our 10 percent increase in revenue this year went entirely for teachers' salaries."

## Does Stress Mean More Drinking?

Continued From Page 1

Alcohol's function as a depressant "allows a relaxation of tension, of inhibition, of anxiety, of guilt," according to Selden Bacon. Perhaps its fundamental function, he says in an article on alcohol and complex society, is "to allay tension."

Miss Moldestad points out that Bacon feels these tensions arise from six kinds of personal adjustment problems, including "conflicting with others through self-assertion, criticism, and out-and-out aggressions."

Adjustment, during finals or at any other time, is the problem most confronting men's residence halls, director Ken Brandenburg said. "Our difficulties usually occur when a student loses sight of the need to respect the rights of others." At exam time, he said, the student may have trouble adjusting to a minimum of time for recreation, but "I see no tangible increase in drinking. Probably what happens is that academic pressures are felt more, people are more sensitive and take more notice of things they don't notice or at least don't react to in mid-September or October."

And to some high school boys from Frankfort who were in Keeneland Friday night, the problem is very simple. "See, one night a weekend we have a date with a girl and the other night we have a date with a bottle and get stoned blind," one said.

"Man, the college students we've seen here don't live it up half as much as we do. We drink to raise hell, there's no pressure to it."

### Bulletin Board

Information concerning the Student Center Board sponsored Ski Trip to Gatlinburg, Jan. 3-9, and the trip to the Bahamas during spring vacation is available in Room 201, Student Center.

The final oral examination of Richard Harvey Cox, candidate for the Doctor of Philosophy degree, will be held at 1:30 p.m. Tuesday in Room 347 of the CP Building. Members of the faculty and the student body are invited to attend.

A meeting of the YMCA's "Bogota '67" project will be held Tuesday in Room 245 of the Student Center at 4 p.m. Applicants for this South American work-camp should plan to attend.

Plan to attend the Washington Seminar Program Jan. 26-29. The plan, sponsored by the college Young Democrats Club of America is open to all students. For further information call Donna Hogg, 252-9445.

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