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4 SECTIONS, 40 PAGES



Standing room

It was standing-room only for the crowd which packed into Midland City Council Chambers Tuesday afternoon for the public hearing on one-way

streets in Midland. After hearing testimony from both sides, the council voted to turn four pairs of streets into one-way thoroughfares.

Smaller housing lots approved

By LANA CUNNINGHAM
Staff Writer

Midland City Council backed down from its philosophy of large lots and low density by approving a change Tuesday for Northgate Joint Venture at Loop 250 and Holiday Hill Road that would allow smaller housing lots.

The change came during an appeal by the owners — Citizens Savings & Loan Association of Midland and Home Savings & Loan of Odessa — who put up as their major argument that the housing scene had changed in the year since the plan and plat were approved.

The council, meeting in a regular session in City Hall Council Chambers, argued that the smaller lots

wouldn't reduce the cost of a house by much.

But Martin Allday, representing the developers, and Ray Moudy, president of Citizens Savings & Loan, held steadfast to their philosophy that the housing market in the near future in Midland will change its character drastically.

They were asking to reduce the size of conventional home lots to 6,000 square feet and increase the amount of apartment space. The council finally approved the smaller lots, but reduced the amount of apartment space at the southern edge of the subdivision.

"WE HAVE A super severe problem as far as housing is concerned," Allday said. "There are lots of jobs

and no place to put the people. We tried to hire a couple of young lawyers and they refused to come here because of housing. If we don't do something about housing, we're going to have to ask the people putting up those office buildings to convert them to apartments."

Moudy explained that middle-income families can't afford to buy housing because of the rising costs and the high interest rates. To afford a \$60,000 home, he said, a family needs a yearly income of \$38,500.

Profit is not the developers' motive for wanting smaller lots and higher density, he claimed.

Backing the two men was Roy Allen of Ramcon, a local homebuilding company. In less than two years, he said, Ramcon won't be building the

conventional single family home. They will have to turn to townhouses and condominiums.

Mayor G. Thane Akins explained the council had changed its thinking about smaller lot sizes in the past two years. But what concerned them about this proposed change is that it would increase the density by about 50 percent.

"THIS CREATES a distinct instability in zoning policies," he said. "We all realize there's a housing problem in Midland. But a man sleeping under a tree can't buy one of those houses or rent a \$400 a month apartment."

Councilman Carroll Thomas contended that "out here in West Texas

(See COUNCIL, Page 4A)

Council won't sway; Streets to go one way

By LANA CUNNINGHAM
Staff Writer

After listening to objections by residents against the idea of one-way streets in Midland, Mayor G. Thane Akins laughingly summed up the situation on Tuesday by quoting satirist Ogden Nash: "Progress might have been fine at one time, but it's gone on too long."

If it hadn't been for Midland's booming progress in the past few years, the council wouldn't have been considering one-way streets to ease traffic congestion.

It wasn't all rotten tomatoes that the residents threw at the council when the panel met in a regular session in City Hall Council Chambers; the councilmen got their share of roses for trying to upgrade the city's traffic flow by instituting five pairs of one-way streets.

In the end, the council decided to go with four pairs of one-way streets, leaving out Missouri Avenue and Wall Street.

Jack Hatchell with PAWA of Dallas, a traffic consultant, explained that Midland's Central Business District contains 3.9 million square feet of office space, and that should more than double by 1990 to 8 million square feet. To accommodate the traffic, he recommended one-way streets as the only solution.

Some streets already are inching very close to their peak carrying capacity by being two-way. For example, Hatchell said, Wall Street east of A Street carried 7,840 vehicles per day in 1977. By 1981, the number has jumped to 12,120, an increase of 54.6 percent.

That street's capacity is 20,000, said Hatchell. By 1990, it is projected to carry 24,845. Making it one-way would increase the capacity to 28,000 vehicles.

By 1990, the 8 million square feet of office space will add 50,000 more trips per day to the downtown area, according to Hatchell.

One-way streets to ease the downtown traffic jams have been recommended for years, he noted. The idea first came in 1965 from the State Department of Highways and Transportation. It reappeared in 1978 and was shot down then.

The pairings approved by the council include Colorado-Lorraine, Big Spring-Mariemfeld, Illinois-Texas, Louisiana-Michigan.

Bill Orloff, president of the Midland Chamber of Commerce, supported the idea, saying it "would improve traffic flow in the Central Business District. The plan is overdue."

THE CHAMBER earlier this year brought in parking experts to recommend ways to remedy the parking shortage, and their plan included one-way streets.

Dr. Robert Boynton Smith, pastor of the First Presbyterian Church, outlined the increasing number of traffic mishaps occurring at the intersections of A Street with Texas and Illinois avenues. "I plead and beg you not to delay the proposal."

Jess Moore, 3102 Lockheed St., who has been pushing the council to institute the one-way streets, explained, "Our city is suffering from congestion. Relief is spelled o-n-e-w-a-y."

(See FOUR PAIRS, Page 4A)

Midland's controller force growing

By GAIL BURKE
Staff Writer

While Midland's 16 striking Professional Air Traffic Controllers have chosen not to budge from their side of the fence, Midland Regional Airport is continuing to rebuild the control tower work force.

Bill Hill, chief control tower supervisor, said this morning four more controllers have been added to his staff.

Counting two controllers who came to Midland from the Lubbock airport, the two returning PATCO members, the four controllers who arrived today, plus the supervisor staff, Midland's control tower crew is up to 12.

"Today, four radar qualified controllers are reporting to this

facility from Amarillo — one is already here," Hill said. Hill added one of the controllers brought in is an ex-Midland control tower supervisor, and the four "will remain with us until our complement permits them to return to their permanent duties."

While Hill's first concern is to provide safety and to rebuild the control tower staff, he said, "The facility management and staff wish those strikers no ill in any way and we regret the situation."

Meanwhile, Mark Flavin, Midland PATCO member who received his notice of dismissal Saturday, began his grievance procedures Tuesday to the Department of Transportation Federal Aviation Administration. The notice states:

"Therefore you may reply to this notice...documentary

evidence in support of your answer to me within seven calendar days after you receive this letter."

While Flavin acknowledges that the aircraft landing and taking off from Midland airport "is fairly safe," he insists that "Midland's control tower is not being as safe as it should be."

"We had 18 guys (working) and we were working overtime," Flavin said.

However, commercial, private and corporate pilots, who are flying in and out of Midland daily say the control tower service has never been "smoother or safer."

"I'd like to assure the public that flying (during this time) is safe or we as pilots wouldn't be here," Capt. Don Yeater, a pilot for Continental Airlines, said.

Foreign facilities again handling U.S. flights

WASHINGTON (AP) — The Reagan administration, bolstered by the support of airlines and Canadian air traffic controllers' resumed handling of U.S. flights, appears to be strengthening its hand in a strike by 12,000 U.S. controllers.

Officials sought to restore air traffic between Europe and the United States to near-normal levels today as Canadian controllers ended a two-day boycott that had cut trans-Atlantic flights to a trickle.

Dick Stafford, a Federal Aviation Administration spokesman, said the key trans-Atlantic control center near Gander, Newfoundland, reopened at 6:30 a.m. EDT today after being closed since 4 a.m. Tuesday.

Transport Canada, the government agency that operates Canadian airports, said controllers throughout Canada agreed shortly after midnight today to resume handling flights to and from the United States.

Airline executives, after meeting Tuesday with Transportation Secretary Drew Lewis, said they staunchly support President Reagan's handling of the crisis and his decision to fire the striking controllers.

But the executives said the strike, now in its 10th day, will have far-reaching effects on their industry, forcing layoffs, pay cuts and scrapping of marginal routes. Some companies may have to be restructured, they said.

The end of the Canadian boycott and of one in New Zealand

leaves only Spanish controllers refusing to handle flights to the United States in support of the American strikers.

But action by controllers in other countries sympathetic to their American counterparts could still create havoc for international travelers.

Australian controllers, saying U.S. skies are not safe because of the strike, were seeking a court injunction to stop flights between Australia and the United States. That same safety argument was used by the Canadian controllers in their boycott.

Portuguese controllers have voted a boycott beginning Saturday and the international federation of controllers' unions meets Thursday in Amsterdam to discuss joint international action.

The FAA is seeking ways to ensure service on overseas flights in the event Portuguese controllers carry out a threat to begin blocking a trans-Atlantic route over the Azores on Saturday.

FAA Administrator J. Lynn Helms said that if both the northern route over Gander and, and the Santa Maria route over the Azores were interrupted, "we'd have difficulty, major difficulty."

But he said he had a plan that he hoped would prevent total interruption of trans-Atlantic flights should that occur. He would not give details of the plan.

The protest by the Canadian controllers, had resulted in scores of cancellations and delays of eight to 10 hours in those flights that were able to depart. Thousands of passengers were stranded at many European airports.

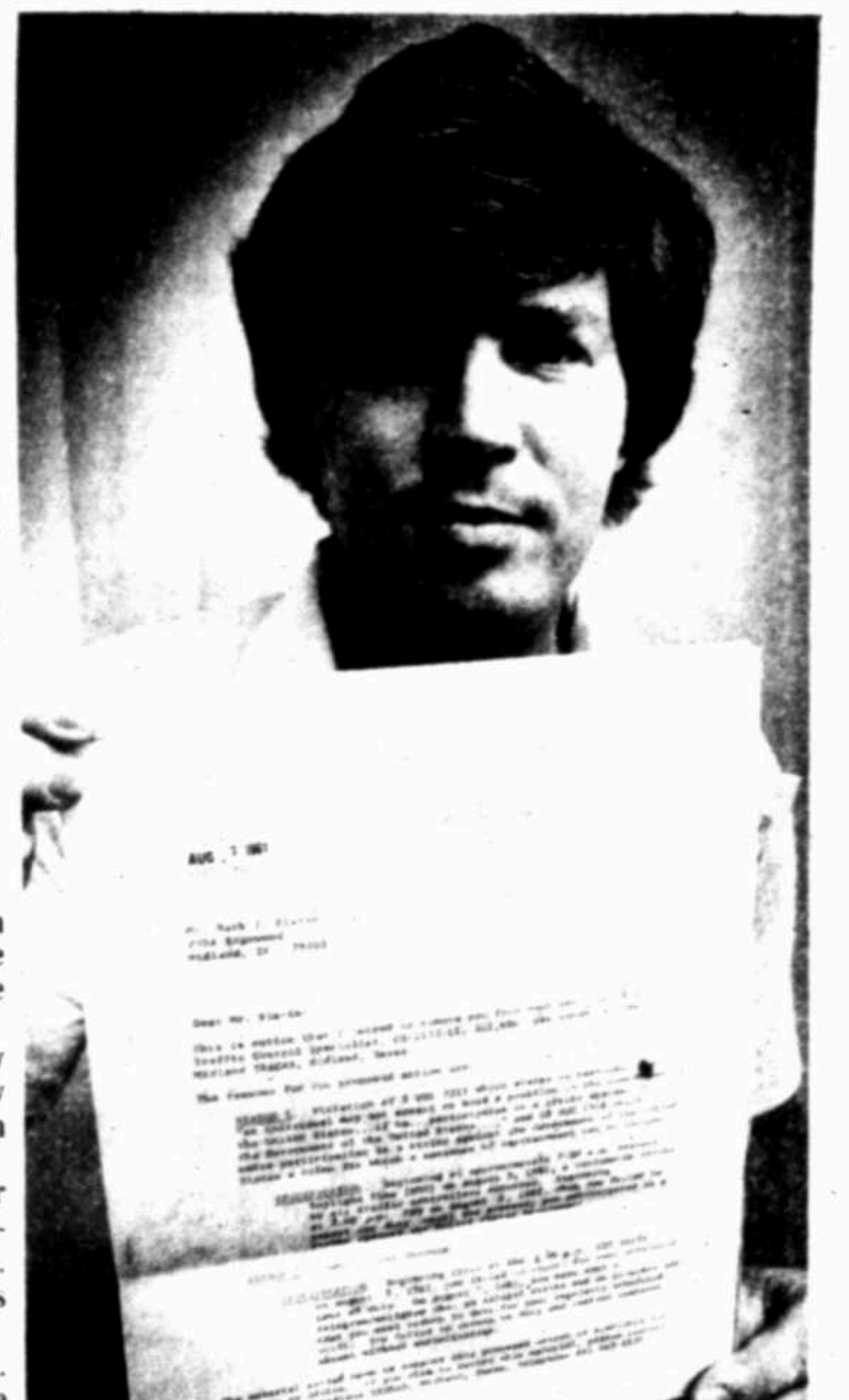
Flights normally going over Gander were rerouted to a new east-west route just south of Canadian air space. The new route, however, could handle only four planes an hour, a fifth of the normal traffic load during peak periods.

The airline industry, which has lost about \$430 million over the past 18 months, acknowledged that its attempts at economic recovery were dealt a severe blow by the controllers strike. Industry analysts, nonetheless, said the reduction of services might be beneficial to some carriers in the long run.

"It's not a blessing, it's a curse to our industry," said John J. Casey, chairman of Braniff International. He said his airline already has cut 2,000 people from the payroll since the strike.

A spokesman for the industry put losses at \$25 million to \$30 million a day since the strike began Aug. 3, but said those figures could drop substantially once flights are stabilized and customers return.

"What we must now do is adjust to the realities of the situation," Paul Ignatius, president of the Air Transport Association, said after he and about 50 other airline executives met Tuesday with government officials.



Staff Photo by Paul Gilbert

Mark Flavin, one of the 16 remaining striking Midland PATCO members, began grievance procedures to the Department of Transportation Federal Aviation Administration Tuesday after receiving his notice of dismissal from Bill Hill, FAA chief control tower supervisor at Midland Regional Airport.

INSIDE TODAY

Requesting restraint

Secretary of State Alexander Haig called on the Soviet Union to show new restraint in its international behavior during an address before the American Bar Association meeting in New Orleans Tuesday.

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Weather

Cloudy with chance of thunderstorms. Cloudy and warmer Thursday. Details on Page 4A.

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Train wreck traced to wrong timing

BEVERLY, Mass. (AP) — A freight train that was struck head-on by a whistle-blowing, braking commuter train, killing four crewmen, wasn't supposed to be on the track at the time, a railroad official says.

Many of the 27 people who were injured in the crash Tuesday afternoon had been headed back to Boston from a day at the beach.

Cranes separated the wreckage early today so the mangled bodies of victims could be removed.

The commuter train, with a passenger car and crew compartment in the lead and a locomotive at the rear, was moving along an eight-mile section of rail that had been reduced to a single track for more than a year because of railroad construction, officials said.

The two Boston & Maine Railroad trains collided 200 yards from a station in the wealthy Prides Crossing section of Beverly, about 17 miles northeast of Boston.

Metal exploded. The lead passenger car, its crew compartment shredded, reared atop the locomotive.

It wasn't clear how fast the trains were going when they hit.

The freight train "was on the tracks at the wrong time," said Gloria Stone, a spokeswoman for the Boston &

Related photo, Page 4A

Maine Railroad. "The reason why is under investigation."

"Commuter trains always get priority," she said.

"Somebody got the wrong train orders," said Roger Bergeron, a Federal Railroad Administration inspector. "One of those trains was given the wrong information."

Christopher C. Rich of the state Department of Public Utilities said it was likely the crash would be the subject of separate state and federal

investigations. Both studies, he said, would focus on what type of orders were given to the crews of the two trains.

Those written orders, Rich said, "are the Bible."

"If it says go, you go. If it says don't go, you stop," he said. "You don't question that. Evidently, something went wrong."

The body of a conductor on the passenger train, 61-year-old Paul Sullivan of Rockport, was found on the tracks.

The bodies of three crewmen were extricated from the cab of the freight train's locomotive hours after the crash, trooper Edward Connolly of the state police said today. Earlier, authorities had said only two bodies were trapped in the locomotive.

Their identities were unavailable. Deputy Fire Chief Bill McPherson said two of the men were crew members, but the third was not an author-

ized member of the crew.

The injured, many of whom suffered cuts and bruises, were treated at nearby hospitals.

Joan Lowery, 32, of Boston, had fallen asleep on the passenger train and woke up just before the collision. "And then the horn. I heard the horn," she said. "And then crash. The front of the train folded like an accordion."

Linda Woodford, a 36-year-old Boston resident, was headed home from work in Gloucester "in a lovely reverie" when she heard the whistle.

"They stood on the whistle and locked the brakes, and I knew we were going to hit something," she said.

The commuter train was southbound from Gloucester to Boston with 70 passengers on a run operated by B&M for the Massachusetts Bay Transportation Authority, greater Boston's mass transit agency.

First Haitian refugees will arrive today in Puerto Rico

JUANA DIAZ, Puerto Rico (AP) — Ten months and more than \$10 million after plans were first made to divert some of the refugee flood to Puerto Rico, a former Navy base called Fort Allen receives its first Haitians today.

A plane load of 125 men was to be flown to the airport at Ponce, on Puerto Rico's south coast, from the overcrowded Florida reception center known as Krome North. Then the men were to be bused to Fort Allen.

The camp is spread over 10 acres, with wood-frame, screened tents, each housing 20 people on aluminum and canvas cots. There are communal showers and lavatories and communal mess tents.

A chain-link fence topped by barbed wire divides the camp into three sections — for single men, single women and married couples — and another fence topped by barbed wire and

razor wire encloses the entire camp. James Switzer, director of alien processing at the center, took reporters and photographers through the administration building where the Haitians were to be "processed" — first a strip search, then photographing and fingerprinting, then filling out and issuance of identity cards, then quick health examinations.

"What it amounts to is we're just putting them in jail here. We're just transferring them from one facility to another," said Switzer.

Haitian exiles led by Professor Jean-Claude Bajeux of the University of Puerto Rico contend that it is cruel to keep the refugees behind barbed wire on a treeless site baking in the tropical sun. But Bob Bowen, a spokesman for the Immigration and Naturalization Service, dismissed suggestions that they be housed in the former Navy buildings of concrete and glass that will be used for the

workers who will look after them. "Security would be horrendous," he said. "You've got to be able to watch the people; you've got to be able to keep them under surveillance; you've got to be able to take care of them. And you can't do that if there's a wall around them and you can't see them."

Eventually, as many as 800 Haitians will be brought here, relieving conditions at Krome North, where some 950 refugees have been housed in recent days. The monthly cost of running Fort Allen will be \$1.5 million, or \$18 million a year, according to Bowen.

Last October, the Carter administration designated 20 acres alongside an unused airstrip at the former naval base for the site of a holding center for thousands of the Cuban and Haitian refugees pouring into Florida.

The site was asphalted over, tents were put up, equipment was brought in and barbed wire strung with a cost of more than \$10 million. But there was an immediate outcry from Puerto Ricans fearful of Cuban competition for scarce jobs and fearful of the violence that had already begun to plague such stateside Cuban refugee centers as Fort Chaffee, Ark.

Local residents, unions and the government of Puerto Rico filed suits that blocked the transfer of any of the refugees until last month.

The commonwealth government claimed the site could sustain no more than 800 people without detriment to the local environment and public order.

Last month, the Reagan administration and Gov. Carlos Romero Barcelo reached agreement on the "temporary" housing here of no more than 800 Haitians. A Federal court set aside the injunction against transfer-

ring any refugees to Fort Allen. Bowen said 700 people will eventually be employed at the camp, including 156 maintenance and clerical workers, 390 security guards and others who will provide food, medical

and other services. He said Puerto Rico had been guaranteed that nobody with a communicable disease, criminal record or mental problem would be sent, and there will be no minors without families.



Immigration officials watch as 125 Haitians board an Air Florida jet early today bound for Ponce, Puerto Rico on the island's south coast.

These Haitians will be the first to be housed at a former Navy base called Fort Allen. As

many as 800 Haitians are expected to be finally relocated at the base.

Panamanians claim U.S. violates canal treaty

PANAMA CITY, Panama (AP) — Panamanians claim U.S. congressional

legislation and other measures are violations of the treaties

that will give them control of the Panama Canal by the end of the cen-

tury. A senior Panamanian official said a letter pre-

testing the alleged violation will be presented shortly to Secretary of State Alexander M. Haig Jr. along with a document summarizing the complaints.

"The next step will be for President (Aristides) Royo to contact President Reagan," the official said. "If that doesn't work, we will take our case to any world forum that will listen."

He asked not to be identified by name because the matter is still in a formative phase.

The dissatisfaction has given rise to one incident of violence. Rocks and bottles were thrown at the canal administration building July 28 during a demonstration called to press demands that a Panamanian replace the American director of public affairs for the Canal Commission, the U.S. agency created to run the canal until the year 2000.

The death of Gen. Omar Torrijos in a plane crash July 31 increased the likelihood of more violence. The strongman, who signed the canal treaties with President Carter in 1977, was credited with keeping the militant forces in check, especially the students.

U.S. Ambassador Ambler Moss said most of the discontent is rooted in the legislation the U.S. Congress adopted to carry out the treaties. The Panamanians charge that it deprives the commission of autonomy implied in the treaties and tries to impose U.S. law on Panama.

The treaties gave Panama sovereignty over the U.S. Canal Zone on Oct. 1, 1979, but the U.S.-controlled Canal Commission runs the waterway until Panama takes full possession in the year 2000.

Instead of granting the commission the more independent status of a U.S. corporation, as sought by President Carter, Congress made it a U.S. government agency. That means Congress oversees its budget and other matters. The legislation also imposed por-

tions of the U.S. Labor Code.

One of Panama's treaty negotiators, former Ambassador Carlos Lopez Guevara, maintained that the canal operation and the treaties themselves will be jeopardized if the United States doesn't heed the complaints.

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Honey Loaf
Oscar Mayer
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95% fat-free 8-oz.

Ham Steaks
Oscar Mayer
\$2.29
95% fat-free 8-oz.

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CAR (AP) plans American buy the U.S. market. Guyana small neighbor. American asked to part of the sale of the ezeuela. Color Venezuela has expressed about the race in the Venez or terr with bot Some tion also althoug been lo wing Co tor Pere he will s Chambe

Wrig head

LOS A — The Times a day Don will bec and chief cer of t Jan. 1, 19 The a came fr Tom Joh reported Stickle executive m a r k e t Times. Since 1 been pres operati Newsda Mirror n in Long Wrig directly is to be re operation with the torial and native of Wright r dergradu a master ministrat Universi Stickle Times si credited the pape of nation newspa and reve sponsible nue depa newspa circulation promotio ing res men sai Hom for s LOS A — Presi Pacific E still is o after the buyer to asking pi away on terms he The ter million Beach J Saunders unaccept James W dent of C the firm I for the R Wix dex rate M Saunders able for



Jimmy McClurg, 9, right, eagerly awaits the starter's signal at a watermelon eating contest at the Union County

Fair in Liberty, Indiana, on a recent afternoon. Jimmy placed third in the event, winning a prize of 50 cents.

Neighbors concerned about Venezuela

CARACAS, Venezuela (AP) — Venezuela's plans to become Latin America's first nation to buy the sophisticated U.S.-made F-16 jet fighters are stirring some controversy here and in neighboring countries.

Guyana, Venezuela's small English-speaking neighbor in the north-eastern tip of South America, has formally asked the U.S. State Department to block the sale of the planes to Venezuela.

Colombia, another Venezuelan neighbor, has expressed "concern" about the risk of an arms race in the area.

Venezuela has border or territorial disputes with both nations. Some domestic opposition also has been voiced although so far it has been low-keyed. Left-wing Congressman Hector Perez announced that he will summon a special Chamber of Deputies

session to express his opposition to the planned purchase. He did not give the reasons for his opposition but another member of his party mentioned the high cost of the planes — \$13.5 million each.

Former President Carlos Andres Perez, a leading figure in the opposition Accion Democratica Party, told reporters that the announcement by the government that it plans to buy the planes "has caused me some concern." But he refused to elaborate.

The government says the controversy is at least premature and by all means unwarranted.

"We are not embarked in an arms race," said President Luis Herrera, who is a member of the Social Christian Party. He added that Venezuela has "no aggressive plans" against any nation.

"What we are doing is

merely to renew some obsolete equipment of our armed forces to bring it in line with the country's needs," he said.

At present, the Venezuelan air force's most advanced jet fighter aircraft is the French-made Mirage-5.

The government has not said yet how many of the supersonic F-16 fighters it plans to buy or when it expects to order them. Press reports have indicated that Venezuela wants to buy 24 to 48 planes.

The government also is dismissing reports that the State Department may block or indefinitely postpone the authorization for Venezuela to buy the planes because of the Colombian and Guyanese opposition.

"At this point, we don't see anything that may indicate that Venezuela will not be able to buy the planes," Herrera said.

The air force commander in chief, Brig. Gen. Maximiliano Hernandez, told reporters he is "convinced" that Washington will approve the sale.

"We even have some Venezuelan pilots already trained to fly the F-16s," Hernandez said.

During a visit here in June, U.S. Undersecretary of State for Inter-American Affairs, Thomas O. Enders, appeared to suggest that an eventual request by Venezuela would not meet opposition in Washington.

"We would not attempt to dictate to friendly countries what their defense needs are," Enders said.

A Foreign Ministry official who asked not to be quoted by name said Venezuela should be considered "a stabilizing force" in the strategic Caribbean area and, because of that, it may be

"in Washington's best interest" to authorize the sale.

He said there is a "coincidence" of U.S. and Venezuelan positions and policies on some crucial Caribbean and Central American issues, including El Salvador.

Foreign Minister Jose A. Zambrano recently joined U.S. Secretary of State Alexander M. Haig Jr. and the foreign ministers of Canada and Mexico in a meeting in Nassau, Bahamas, to study a U.S. proposal to launch a major aid program for Caribbean and Central American nations as a means of promoting political stability.

The Venezuelan military leaders have maintained a low profile throughout the controversy surrounding the planned F-16 purchases.

Wright will head paper

LOS ANGELES (AP) — The Los Angeles Times announced Monday Donald F. Wright will become president and chief operating officer of the newspaper Jan. 1, 1982.

The announcement came from publisher Tom Johnson, who also reported that Vance L. Stickell has been named executive vice-president, marketing, of the Times.

Since 1978, Wright has been president and chief operating officer of Newsday, the Times-Mirror newspaper based in Long Island, N.Y.

Wright will report directly to Johnson and is to be responsible for all operations of the Times with the exception of editorial and news policy. A native of St. Paul, Minn., Wright received an undergraduate degree and a masters in business administration from the University of Minnesota.

Stickell has been with Times since 1948 and is credited with bringing the paper to its position of national leadership in newspaper ad lineage and revenue. He is responsible for all the revenue departments of the newspaper, including circulation, and for the promotion and marketing research departments, the announcement said.

Home still for sale

LOS ANGELES (AP) — President Reagan's Pacific Palisades home still is on the market after the first potential buyer to offer the full asking price was turned away on the basis of the terms he wanted.

The terms of the \$1.9 million offer by Long Beach Realtor John Saunders "were totally unacceptable," said James Wix, vice president of Coldwell Banker, the firm handling the sale for the Reagans.

Wix declined to elaborate Monday, and Saunders was unavailable for comment.

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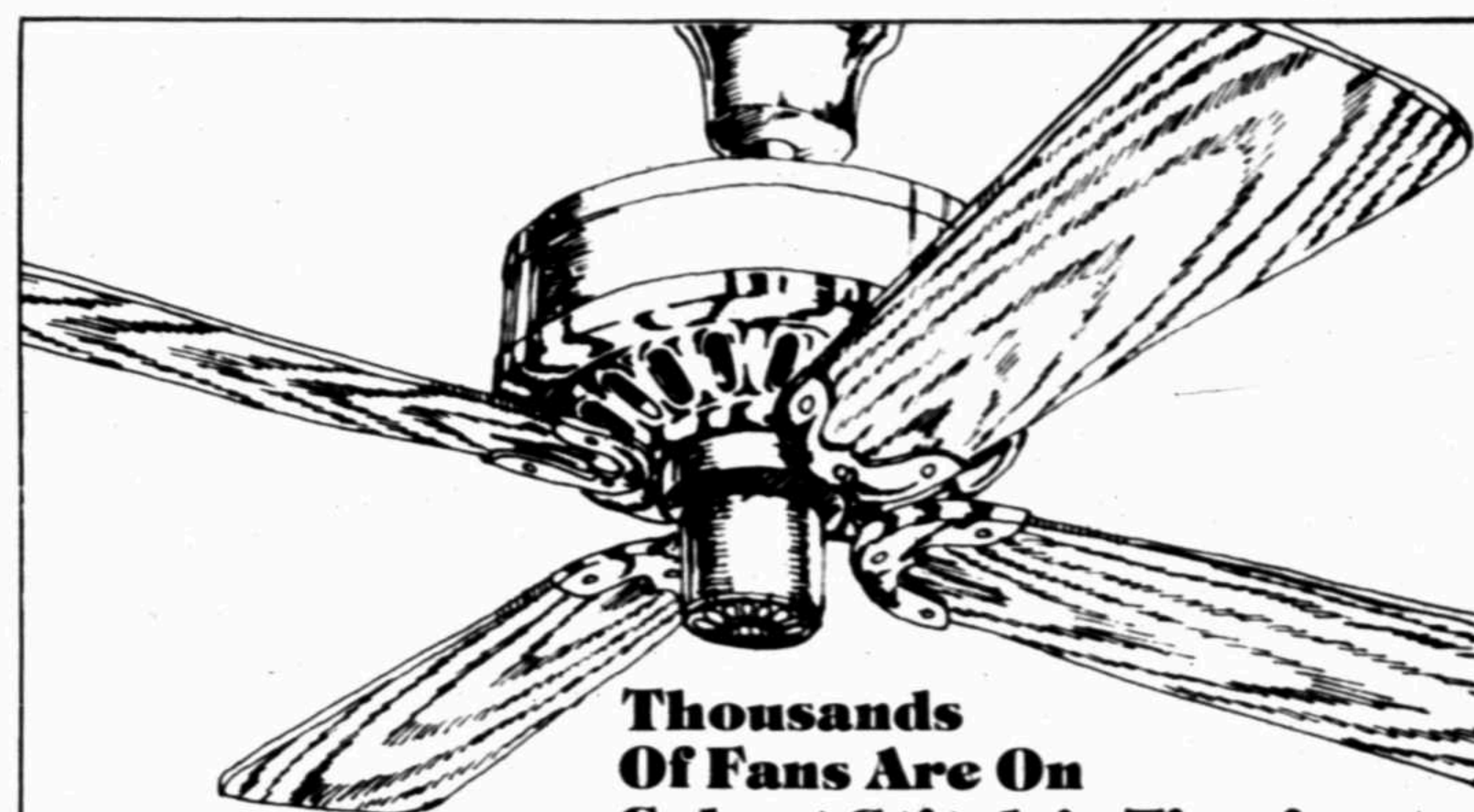
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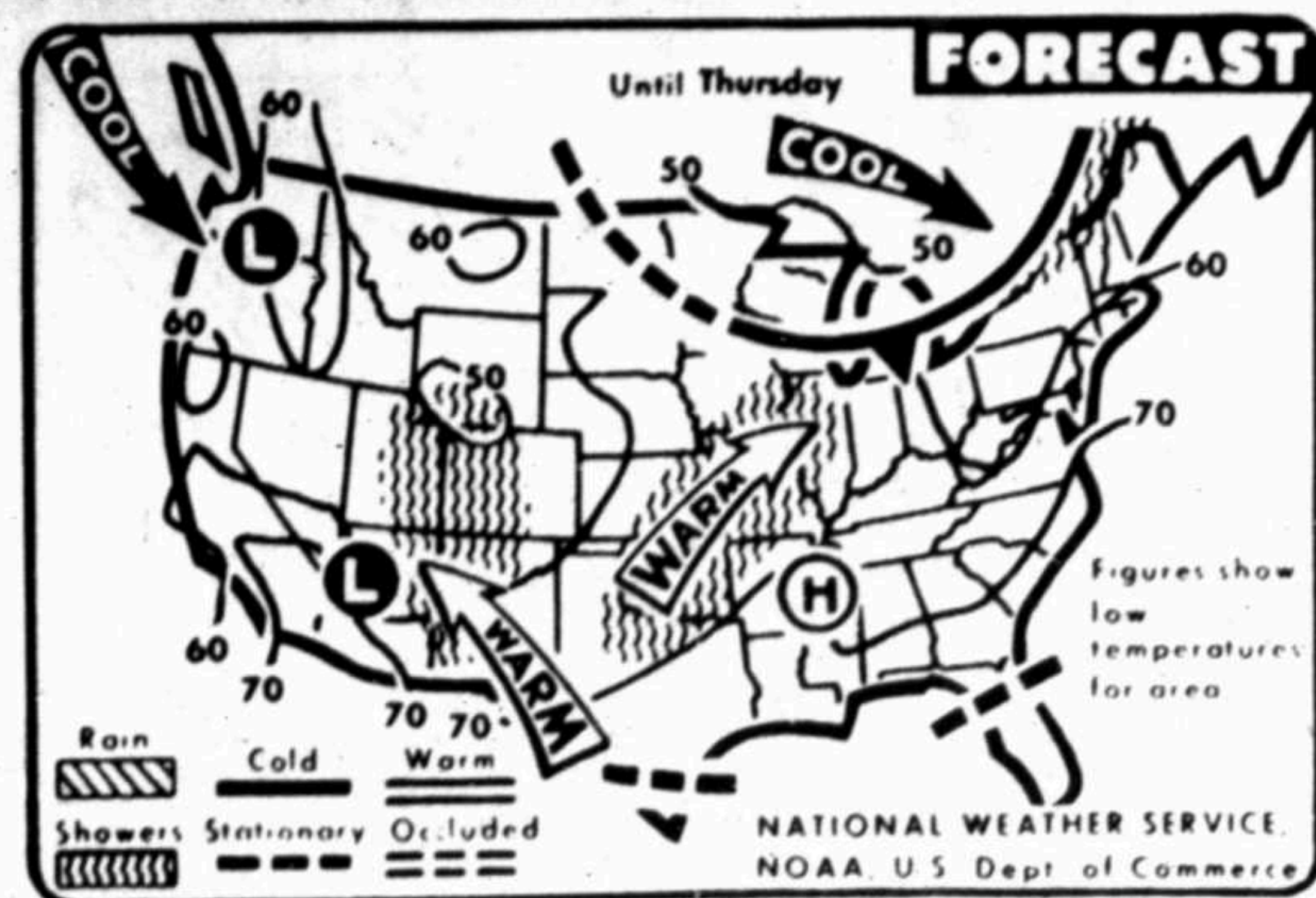
Because of the special nature of this sale, Stitch 'n Time will be open until 8 p.m. Thursday, Friday and Saturday.

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WEATHER SUMMARY



Warm weather is expected in the forecast period today until Thursday morning, for most of the country. Cooler weather is forecast for the Pacific Northwest and Great Lakes. Showers are forecast for the Southwest and from northern Texas to the Midwest.

Midland statistics

WEATHER FORECAST

Cloudy with chance of thunderstorms tonight. Mostly cloudy and warmer with slight chance of thunderstorms Thursday. Low tonight mid 60s. High Thursday near 80. Tonight's winds out of east at 10 mph, shifting to southeast 10-15 mph Thursday. Chance of rain tonight 30 percent, decreasing to 20 percent Thursday.

NATIONAL WEATHER SERVICE

HEADQUARTERS: High 80 degrees, Low 60 degrees

Overnight Low 60 degrees, High 80 degrees

Sunrise today 6:30 a.m., Sunset today 7:52 p.m.

Precipitation: 0.20 inch

Last 24 hours: 0.20 inch

This month to date: 0.20 inch

1981 to date: 0.20 inch

LOCAL TEMPERATURES

8 a.m. 71, 10 a.m. 72, 12 p.m. 73, 2 p.m. 74, 4 p.m. 75, 6 p.m. 76, 8 p.m. 77, 10 p.m. 78, 12 a.m. 79, 2 a.m. 80, 4 a.m. 81, 6 a.m. 82, 8 a.m. 83, 10 a.m. 84, 12 p.m. 85, 2 p.m. 86, 4 p.m. 87, 6 p.m. 88, 8 p.m. 89, 10 p.m. 90, 12 a.m. 91, 2 a.m. 92, 4 a.m. 93, 6 a.m. 94, 8 a.m. 95, 10 a.m. 96, 12 p.m. 97, 2 p.m. 98, 4 p.m. 99, 6 p.m. 100, 8 p.m. 101, 10 p.m. 102, 12 a.m. 103, 2 a.m. 104, 4 a.m. 105, 6 a.m. 106, 8 a.m. 107, 10 a.m. 108, 12 p.m. 109, 2 p.m. 110, 4 p.m. 111, 6 p.m. 112, 8 p.m. 113, 10 p.m. 114, 12 a.m. 115, 2 a.m. 116, 4 a.m. 117, 6 a.m. 118, 8 a.m. 119, 10 a.m. 120, 12 p.m. 121, 2 p.m. 122, 4 p.m. 123, 6 p.m. 124, 8 p.m. 125, 10 p.m. 126, 12 a.m. 127, 2 a.m. 128, 4 a.m. 129, 6 a.m. 130, 8 a.m. 131, 10 a.m. 132, 12 p.m. 133, 2 p.m. 134, 4 p.m. 135, 6 p.m. 136, 8 p.m. 137, 10 p.m. 138, 12 a.m. 139, 2 a.m. 140, 4 a.m. 141, 6 a.m. 142, 8 a.m. 143, 10 a.m. 144, 12 p.m. 145, 2 p.m. 146, 4 p.m. 147, 6 p.m. 148, 8 p.m. 149, 10 p.m. 150, 12 a.m. 151, 2 a.m. 152, 4 a.m. 153, 6 a.m. 154, 8 a.m. 155, 10 a.m. 156, 12 p.m. 157, 2 p.m. 158, 4 p.m. 159, 6 p.m. 160, 8 p.m. 161, 10 p.m. 162, 12 a.m. 163, 2 a.m. 164, 4 a.m. 165, 6 a.m. 166, 8 a.m. 167, 10 a.m. 168, 12 p.m. 169, 2 p.m. 170, 4 p.m. 171, 6 p.m. 172, 8 p.m. 173, 10 p.m. 174, 12 a.m. 175, 2 a.m. 176, 4 a.m. 177, 6 a.m. 178, 8 a.m. 179, 10 a.m. 180, 12 p.m. 181, 2 p.m. 182, 4 p.m. 183, 6 p.m. 184, 8 p.m. 185, 10 p.m. 186, 12 a.m. 187, 2 a.m. 188, 4 a.m. 189, 6 a.m. 190, 8 a.m. 191, 10 a.m. 192, 12 p.m. 193, 2 p.m. 194, 4 p.m. 195, 6 p.m. 196, 8 p.m. 197, 10 p.m. 198, 12 a.m. 199, 2 a.m. 200, 4 a.m. 201, 6 a.m. 202, 8 a.m. 203, 10 a.m. 204, 12 p.m. 205, 2 p.m. 206, 4 p.m. 207, 6 p.m. 208, 8 p.m. 209, 10 p.m. 210, 12 a.m. 211, 2 a.m. 212, 4 a.m. 213, 6 a.m. 214, 8 a.m. 215, 10 a.m. 216, 12 p.m. 217, 2 p.m. 218, 4 p.m. 219, 6 p.m. 220, 8 p.m. 221, 10 p.m. 222, 12 a.m. 223, 2 a.m. 224, 4 a.m. 225, 6 a.m. 226, 8 a.m. 227, 10 a.m. 228, 12 p.m. 229, 2 p.m. 230, 4 p.m. 231, 6 p.m. 232, 8 p.m. 233, 10 p.m. 234, 12 a.m. 235, 2 a.m. 236, 4 a.m. 237, 6 a.m. 238, 8 a.m. 239, 10 a.m. 240, 12 p.m. 241, 2 p.m. 242, 4 p.m. 243, 6 p.m. 244, 8 p.m. 245, 10 p.m. 246, 12 a.m. 247, 2 a.m. 248, 4 a.m. 249, 6 a.m. 250, 8 a.m. 251, 10 a.m. 252, 12 p.m. 253, 2 p.m. 254, 4 p.m. 255, 6 p.m. 256, 8 p.m. 257, 10 p.m. 258, 12 a.m. 259, 2 a.m. 260, 4 a.m. 261, 6 a.m. 262, 8 a.m. 263, 10 a.m. 264, 12 p.m. 265, 2 p.m. 266, 4 p.m. 267, 6 p.m. 268, 8 p.m. 269, 10 p.m. 270, 12 a.m. 271, 2 a.m. 272, 4 a.m. 273, 6 a.m. 274, 8 a.m. 275, 10 a.m. 276, 12 p.m. 277, 2 p.m. 278, 4 p.m. 279, 6 p.m. 280, 8 p.m. 281, 10 p.m. 282, 12 a.m. 283, 2 a.m. 284, 4 a.m. 285, 6 a.m. 286, 8 a.m. 287, 10 a.m. 288, 12 p.m. 289, 2 p.m. 290, 4 p.m. 291, 6 p.m. 292, 8 p.m. 293, 10 p.m. 294, 12 a.m. 295, 2 a.m. 296, 4 a.m. 297, 6 a.m. 298, 8 a.m. 299, 10 a.m. 300, 12 p.m. 301, 2 p.m. 302, 4 p.m. 303, 6 p.m. 304, 8 p.m. 305, 10 p.m. 306, 12 a.m. 307, 2 a.m. 308, 4 a.m. 309, 6 a.m. 310, 8 a.m. 311, 10 a.m. 312, 12 p.m. 313, 2 p.m. 314, 4 p.m. 315, 6 p.m. 316, 8 p.m. 317, 10 p.m. 318, 12 a.m. 319, 2 a.m. 320, 4 a.m. 321, 6 a.m. 322, 8 a.m. 323, 10 a.m. 324, 12 p.m. 325, 2 p.m. 326, 4 p.m. 327, 6 p.m. 328, 8 p.m. 329, 10 p.m. 330, 12 a.m. 331, 2 a.m. 332, 4 a.m. 333, 6 a.m. 334, 8 a.m. 335, 10 a.m. 336, 12 p.m. 337, 2 p.m. 338, 4 p.m. 339, 6 p.m. 340, 8 p.m. 341, 10 p.m. 342, 12 a.m. 343, 2 a.m. 344, 4 a.m. 345, 6 a.m. 346, 8 a.m. 347, 10 a.m. 348, 12 p.m. 349, 2 p.m. 350, 4 p.m. 351, 6 p.m. 352, 8 p.m. 353, 10 p.m. 354, 12 a.m. 355, 2 a.m. 356, 4 a.m. 357, 6 a.m. 358, 8 a.m. 359, 10 a.m. 360, 12 p.m. 361, 2 p.m. 362, 4 p.m. 363, 6 p.m. 364, 8 p.m. 365, 10 p.m. 366, 12 a.m. 367, 2 a.m. 368, 4 a.m. 369, 6 a.m. 370, 8 a.m. 371, 10 a.m. 372, 12 p.m. 373, 2 p.m. 374, 4 p.m. 375, 6 p.m. 376, 8 p.m. 377, 10 p.m. 378, 12 a.m. 379, 2 a.m. 380, 4 a.m. 381, 6 a.m. 382, 8 a.m. 383, 10 a.m. 384, 12 p.m. 385, 2 p.m. 386, 4 p.m. 387, 6 p.m. 388, 8 p.m. 389, 10 p.m. 390, 12 a.m. 391, 2 a.m. 392, 4 a.m. 393, 6 a.m. 394, 8 a.m. 395, 10 a.m. 396, 12 p.m. 397, 2 p.m. 398, 4 p.m. 399, 6 p.m. 400, 8 p.m. 401, 10 p.m. 402, 12 a.m. 403, 2 a.m. 404, 4 a.m. 405, 6 a.m. 406, 8 a.m. 407, 10 a.m. 408, 12 p.m. 409, 2 p.m. 410, 4 p.m. 411, 6 p.m. 412, 8 p.m. 413, 10 p.m. 414, 12 a.m. 415, 2 a.m. 416, 4 a.m. 417, 6 a.m. 418, 8 a.m. 419, 10 a.m. 420, 12 p.m. 421, 2 p.m. 422, 4 p.m. 423, 6 p.m. 424, 8 p.m. 425, 10 p.m. 426, 12 a.m. 427, 2 a.m. 428, 4 a.m. 429, 6 a.m. 430, 8 a.m. 431, 10 a.m. 432, 12 p.m. 433, 2 p.m. 434, 4 p.m. 435, 6 p.m. 436, 8 p.m. 437, 10 p.m. 438, 12 a.m. 439, 2 a.m. 440, 4 a.m. 441, 6 a.m. 442, 8 a.m. 443, 10 a.m. 444, 12 p.m. 445, 2 p.m. 446, 4 p.m. 447, 6 p.m. 448, 8 p.m. 449, 10 p.m. 450, 12 a.m. 451, 2 a.m. 452, 4 a.m. 453, 6 a.m. 454, 8 a.m. 455, 10 a.m. 456, 12 p.m. 457, 2 p.m. 458, 4 p.m. 459, 6 p.m. 460, 8 p.m. 461, 10 p.m. 462, 12 a.m. 463, 2 a.m. 464, 4 a.m. 465, 6 a.m. 466, 8 a.m. 467, 10 a.m. 468, 12 p.m. 469, 2 p.m. 470, 4 p.m. 471, 6 p.m. 472, 8 p.m. 473, 10 p.m. 474, 12 a.m. 475, 2 a.m. 476, 4 a.m. 477, 6 a.m. 478, 8 a.m. 479, 10 a.m. 480, 12 p.m. 481, 2 p.m. 482, 4 p.m. 483, 6 p.m. 484, 8 p.m. 485, 10 p.m. 486, 12 a.m. 487, 2 a.m. 488, 4 a.m. 489, 6 a.m. 490, 8 a.m. 491, 10 a.m. 492, 12 p.m. 493, 2 p.m. 494, 4 p.m. 495, 6 p.m. 496, 8 p.m. 497, 10 p.m. 498, 12 a.m. 499, 2 a.m. 500, 4 a.m. 501, 6 a.m. 502, 8 a.m. 503, 10 a.m. 504, 12 p.m. 505, 2 p.m. 506, 4 p.m. 507, 6 p.m. 508, 8 p.m. 509, 10 p.m. 510, 12 a.m. 511, 2 a.m. 512, 4 a.m. 513, 6 a.m. 514, 8 a.m. 515, 10 a.m. 516, 12 p.m. 517, 2 p.m. 518, 4 p.m. 519, 6 p.m. 520, 8 p.m. 521, 10 p.m. 522, 12 a.m. 523, 2 a.m. 524, 4 a.m. 525, 6 a.m. 526, 8 a.m. 527, 10 a.m. 528, 12 p.m. 529, 2 p.m. 530, 4 p.m. 531, 6 p.m. 532, 8 p.m. 533, 10 p.m. 534, 12 a.m. 535, 2 a.m. 536, 4 a.m. 537, 6 a.m. 538, 8 a.m. 539, 10 a.m. 540, 12 p.m. 541, 2 p.m. 542, 4 p.m. 543, 6 p.m. 544, 8 p.m. 545, 10 p.m. 546, 12 a.m. 547, 2 a.m. 548, 4 a.m. 549, 6 a.m. 550, 8 a.m. 551, 10 a.m. 552, 12 p.m. 553, 2 p.m. 554, 4 p.m. 555, 6 p.m. 556, 8 p.m. 557, 10 p.m. 558, 12 a.m. 559, 2 a.m. 560, 4 a.m. 561, 6 a.m. 562, 8 a.m. 563, 10 a.m. 564, 12 p.m. 565, 2 p.m. 566, 4 p.m. 567, 6 p.m. 568, 8 p.m. 569, 10 p.m. 570, 12 a.m. 571, 2 a.m. 572, 4 a.m. 573, 6 a.m. 574, 8 a.m. 575, 10 a.m. 576, 12 p.m. 577, 2 p.m. 578, 4 p.m. 579, 6 p.m. 580, 8 p.m. 581, 10 p.m. 582, 12 a.m. 583, 2 a.m. 584, 4 a.m. 585, 6 a.m. 586, 8 a.m. 587, 10 a.m. 588, 12 p.m. 589, 2 p.m. 590, 4 p.m. 591, 6 p.m. 592, 8 p.m. 593, 10 p.m. 594, 12 a.m. 595, 2 a.m. 596, 4 a.m. 597, 6 a.m. 598, 8 a.m. 599, 10 p.m. 600, 12 p.m. 601, 2 p.m. 602, 4 p.m. 603, 6 p.m. 604, 8 p.m. 605, 10 p.m. 606, 12 a.m. 607, 2 a.m. 608, 4 a.m. 609, 6 a.m. 610, 8 a.m. 611, 10 a.m. 612, 12 p.m. 613, 2 p.m. 614, 4 p.m. 615, 6 p.m. 616, 8 p.m. 617, 10 p.m. 618, 12 a.m. 619, 2 a.m. 620, 4 a.m. 621, 6 a.m. 622, 8 a.m. 623, 10 a.m. 624, 12 p.m. 625, 2 p.m. 626, 4 p.m. 627, 6 p.m. 628, 8 p.m. 629, 10 p.m. 630, 12 a.m. 631, 2 a.m. 632, 4 a.m. 633, 6 a.m. 634, 8 a.m. 635, 10 a.m. 636, 12 p.m. 637, 2 p.m. 638, 4 p.m. 639, 6 p.m. 640, 8 p.m. 641, 10 p.m. 642, 12 a.m. 643, 2 a.m. 644, 4 a.m. 645, 6 a.m. 646, 8 a.m. 647, 10 a.m. 648, 12 p.m. 649, 2 p.m. 650, 4 p.m. 651, 6 p.m. 652, 8 p.m. 653, 10 p.m. 654, 12 a.m. 655, 2 a.m. 656, 4 a.m. 657, 6 a.m. 658, 8 a.m. 659, 10 a.m. 660, 12 p.m. 661, 2 p.m. 662, 4 p.m. 663, 6 p.m. 664, 8 p.m. 665, 10 p.m. 666, 12 a.m. 667, 2 a.m. 668, 4 a.m. 669, 6 a.m. 670, 8 a.m. 671, 10 a.m. 672, 12 p.m. 673, 2 p.m. 674, 4 p.m. 675, 6 p.m. 676, 8 p.m. 677, 10 p.m. 678, 12 a.m. 679, 2 a.m. 680, 4 a.m. 681, 6 a.m. 682, 8 a.m. 683, 10 a.m. 684, 12 p.m. 685, 2 p.m. 686, 4 p.m. 687, 6 p.m. 688, 8 p.m. 689, 10 p.m. 690, 12 a.m. 691, 2 a.m. 692, 4 a.m. 693, 6 a.m. 694, 8 a.m. 695, 10 a.m. 696, 12 p.m. 697, 2 p.m. 698, 4 p.m. 699, 6 p.m. 700, 8 p.m. 701, 10 p.m. 702, 12 a.m. 703, 2 a.m. 704, 4 a.m. 705, 6 a.m. 706, 8 a.m. 707, 10 a.m. 708, 12 p.m. 709, 2 p.m. 710, 4 p.m. 711, 6 p.m. 712, 8 p.m. 713, 10 p.m. 714, 12 a.m. 715, 2 a.m. 716, 4 a.m. 717, 6 a.m. 718, 8 a.m. 719, 10 a.m. 720, 12 p.m. 721, 2 p.m. 722, 4 p.m. 723, 6 p.m. 724, 8 p.m. 725, 10 p.m. 726, 12 a.m. 727, 2 a.m. 728, 4 a.m. 729, 6 a.m. 730, 8 a.m. 731, 10 a.m. 732, 12 p.m. 733, 2 p.m. 734, 4 p.m. 735, 6 p.m. 736, 8 p.m. 737, 10 p.m. 738, 12 a.m. 739, 2 a.m. 740, 4 a.m. 741, 6 a.m. 742, 8 a.m. 743, 10 a.m. 744, 12 p.m. 745, 2 p.m. 746, 4 p.m. 747, 6 p.m. 748, 8 p.m. 749, 10 p.m. 750, 12 a.m. 751, 2 a.m. 752, 4 a.m. 753, 6 a.m. 754, 8 a.m. 755, 10 a.m. 756, 12 p.m. 757, 2 p.m. 758, 4 p.m. 759, 6 p.m. 760, 8 p.m. 761, 10 p.m. 762, 12 a.m. 763, 2 a.m. 764, 4 a.m. 765, 6 a.m. 766, 8 a.m. 767, 10 a.m. 768, 12 p.m. 769, 2 p.m. 770, 4 p.m. 771, 6 p.m. 772, 8 p.m. 773, 10 p.m. 774, 12 a.m. 775, 2 a.m. 776, 4 a.m. 777, 6 a.m. 778, 8 a.m. 779, 10 a.m. 780, 12 p.m. 781, 2 p.m. 782, 4 p.m. 783, 6 p.m. 784, 8 p.m. 785, 10 p.m. 786, 12 a.m. 787, 2 a.m. 788, 4 a.m. 789, 6 a.m. 790, 8 a.m. 791, 10 a.m. 792, 12 p.m. 793, 2 p.m. 794, 4 p.m. 795, 6 p.m. 796, 8 p.m. 797, 10 p.m. 798, 12 a.m. 799, 2 a.m. 800, 4 a.m. 801, 6 a.m. 802, 8 a.m. 803, 10 a.m. 804, 12 p.m. 805, 2 p.m. 806, 4 p.m. 807, 6 p.m. 808, 8 p.m. 809, 10 p.m. 810, 12 a.m. 811, 2 a.m. 812, 4 a.m. 813, 6 a.m. 814, 8 a.m. 815, 10 a.m. 816, 12 p.m. 817, 2 p.m. 818, 4 p.m. 819, 6 p.m. 820, 8 p.m. 821, 10 p.m. 822, 12 a.m. 823, 2 a.m. 824, 4 a.m. 825, 6 a.m. 826, 8 a.m. 827, 10 a.m. 828, 12 p.m. 829, 2 p.m. 830, 4 p.m. 831, 6 p.m. 832, 8 p.m. 833, 10 p.m. 834, 12 a.m. 835, 2 a.m. 836, 4 a.m. 837, 6 a.m. 838, 8 a.m. 839, 10 a.m. 840, 12 p.m. 841, 2 p.m. 842, 4 p.m. 843, 6 p.m. 844, 8 p.m. 845, 10 p.m. 846, 12 a.m. 847, 2 a.m. 848, 4 a.m. 849, 6 a.m. 850, 8 a.m. 851, 10 a.m. 852, 12 p.m. 853, 2 p.m. 854, 4 p.m. 855, 6 p.m. 856, 8 p.m. 857, 10 p.m. 858, 12 a.m. 859, 2 a.m. 860, 4 a.m. 861, 6 a.m. 862, 8 a.m. 863, 10 a.m. 864, 12 p.m. 865, 2 p.m. 866, 4 p.m. 867, 6 p.m. 868, 8 p.m. 869, 10 p.m. 870, 12 a.m. 871, 2 a.m. 872, 4 a.m. 873, 6 a.m. 874, 8 a.m. 875, 10 a.m. 876, 12 p.m. 877, 2 p.m. 878, 4 p.m. 879, 6 p.m. 880, 8 p.m. 881, 10 p.m. 882, 12 a.m. 883, 2 a.m. 884, 4 a.m. 885, 6 a.m. 886, 8 a.m. 887, 10 a.m. 888, 12 p.m. 889, 2 p.m. 890, 4 p.m. 891, 6 p.m. 892, 8 p.m. 893, 10 p.m. 894, 12 a.m. 895, 2 a.m. 896, 4 a.m. 897, 6 a.m. 898, 8 a.m. 899, 10 p.m. 900, 12 p.m. 901, 2 p.m. 902, 4 p.m. 903, 6 p.m. 904, 8 p.m. 905, 10 p.m. 906, 12 a.m. 907, 2 a.m. 908, 4 a.m. 909, 6 a.m. 910, 8 a.m. 911, 10 p.m. 912, 12 p.m. 913, 2 p.m. 914, 4 p.m. 915, 6 p.m. 916, 8 p.m. 917, 10 p.m. 918, 12 a.m. 919, 2 a.m. 920, 4 a.m. 921, 6 a.m. 922, 8 a.m. 923, 10 p.m. 924, 12 p.m. 925, 2 p.m. 926, 4 p.m. 927, 6 p.m. 928, 8 p.m. 929, 10 p.m. 930, 12 a.m. 931, 2 a.m. 932, 4 a.m. 933, 6 a.m. 934, 8 a.m. 935, 10 p.m. 936, 12 p.m. 937, 2 p.m. 938, 4 p.m. 939, 6 p.m. 940, 8 p.m. 941, 10 p.m. 942, 12 a.m. 943, 2 a.m. 944, 4 a.m. 945, 6 a.m. 946, 8 a.m. 947, 10 p.m. 948, 12 p.m. 949, 2 p.m. 950, 4 p.m. 951, 6 p.m. 952, 8 p.m. 953, 10 p.m. 954, 12 a.m. 955, 2 a.m. 956, 4 a.m. 957, 6 a.m. 958, 8 a.m. 959, 10 p.m. 960, 12 p.m. 961, 2 p.m. 962, 4 p.m. 963, 6 p.m. 964, 8 p.m. 965, 10 p.m. 966, 12 a.m. 967, 2 a.m. 968, 4 a.m. 969, 6 a.m. 970, 8 a.m. 971, 10 p.m. 972, 12 p.m. 973, 2 p.m. 974, 4 p.m. 975, 6 p.m. 976, 8 p.m. 977, 10 p.m. 978, 12 a.m. 979, 2 a.m. 980, 4 a.m. 981, 6 a.m. 982, 8 a.m. 983, 10 p.m. 984, 12 p.m. 985, 2 p.m. 986, 4 p.m. 987, 6 p.m. 988, 8 p.m. 989, 10 p.m. 990, 12 a.m. 991, 2 a.m. 992, 4 a.m. 993, 6 a.m. 994, 8 a.m. 995, 10 p.m. 996, 12 p.m. 997, 2 p.m. 998, 4 p.m. 999, 6 p.m. 1000, 8 p.m.

The weather elsewhere

WEATHER FORECAST

Cloudy with chance of thunderstorms tonight. Mostly cloudy and warmer with slight chance of thunderstorms Thursday. Low tonight mid 60s. High Thursday near 80. Tonight's winds out of east at 10 mph, shifting to southeast 10-15 mph Thursday. Chance of rain tonight 30 percent, decreasing to 20 percent Thursday.

NATIONAL WEATHER SERVICE

HEADQUARTERS: High 80 degrees, Low 60 degrees

Overnight Low 60 degrees, High 80 degrees

Sunrise today 6:30 a.m., Sunset today 7:52 p.m.

Precipitation: 0.20 inch

Last 24 hours: 0.20 inch

This month to date: 0.20 inch

1981 to date: 0.20 inch

LOCAL TEMPERATURES

8 a.m. 71, 10 a.m. 72, 12 p.m. 73, 2 p.m. 74, 4 p.m. 75, 6 p.m. 76, 8 p.m. 77, 10 p.m. 78, 12 a.m. 79, 2 a.m. 80, 4 a.m. 81, 6 a.m. 82, 8 a.m. 83, 10 a.m. 84, 12 p.m. 85, 2 p.m. 86, 4 p.m. 87, 6 p.m. 88, 8 p.m. 89, 10 p.m. 90, 12 a.m. 91, 2 a.m. 92, 4 a.m. 93, 6 a.m. 94, 8 a.m. 95, 10 a.m. 96, 12 p.m. 97, 2 p.m. 98, 4 p.m. 99, 6 p.m. 100, 8 p.m. 101, 10 p.m. 102, 12 a.m. 103, 2 a.m. 104, 4 a.m. 105, 6 a.m. 106, 8 a.m. 107, 10 a.m. 108, 12 p.m. 109, 2 p.m. 110, 4 p.m. 111, 6 p.m. 112, 8 p.m. 113, 10 p.m. 114, 12 a.m. 115, 2 a.m. 116, 4 a.m. 117, 6 a.m. 118, 8 a.m. 119, 10 a.m. 120, 12 p.m. 121, 2 p.m. 122, 4 p.m. 123, 6 p.m. 124, 8 p.m. 125, 10 p.m. 126, 12 a.m. 127, 2 a.m. 128, 4 a.m. 129, 6 a.m. 130, 8 a.m. 131, 10 a.m. 132, 12 p.m. 133, 2 p.m. 134, 4 p.m. 135, 6 p.m. 136, 8 p.m. 137, 10 p.m. 138, 12 a.m. 139, 2 a.m. 140, 4 a.m. 141, 6 a.m. 142, 8 a.m. 143, 10 a.m. 144, 12 p.m. 145, 2 p.m. 146, 4 p.m. 147, 6 p.m. 148, 8 p.m. 149, 10 p.m. 150, 12 a.m. 151, 2 a.m. 152, 4 a.m. 153, 6 a.m. 154, 8 a.m. 155, 10 a.m. 156, 12 p.m. 157, 2 p.m. 158, 4 p.m. 159, 6 p.m. 160, 8 p.m. 161, 10 p.m. 162, 12 a.m. 163, 2 a.m. 164, 4 a.m. 165, 6 a.m. 166, 8 a.m. 167, 10 a.m. 168, 12 p.m. 169, 2 p.m. 170, 4 p.m. 171, 6 p.m. 172, 8 p.m. 173, 10 p.m. 174, 12 a.m. 175, 2 a.m. 176, 4 a.m. 177, 6 a.m. 178, 8 a.m. 179, 10 a.m. 180, 12 p.m. 181, 2 p.m. 182, 4 p.m. 183, 6 p.m. 184, 8 p

MISD's promotion policy discussed

By HALLYE JORDAN
Staff Writer

Midland Independent School District trustees Tuesday voted unanimously in favor of several policies for the promotion and retention of elementary students, and asked that some revisions be made to the criteria and be brought back to the school board.

The purpose, according to Manuel Carrasco, director of elementary education, was to "outline a more definitive procedure for retaining or passing a student."

Carrasco and MISD Deputy Superintendent Dr. Joseph P. Baressi Jr. told the board that 247 elementary students were retained last year. A total of 148 students in grades kindergarten through sixth were retained in 1979.

"I don't mind seeing a fair amount of retention," Superintendent Dr. James H. Mailey said. "We just want to strengthen the manner with which we move the students through the gates."

The suggested program presented to the board was, first, an elementary student would be retained if he did not pass reading and either math or language. He also must pass one subject in the spelling, social studies and science group.

If he fails to meet those requirements, then he must pass the minimum grade on the California Achievement Test.

For first graders, the minimum score is 1.6, 10 percent of the national norm. For sixth graders, the minimum score is 4.7, 20 percent of the national norm.

Baressi and Carrasco predicted that 10 percent of the Midland sixth graders would not achieve the minimum score. That means approximately 115 students who do not meet the first requirement will not pass the CAT and, therefore, will be retained.

If a student fails to pass both of the previous requirements, three options can be taken.

First, the student can repeat the grade. The program suggests that no restrictions be placed on how many times a pupil may be retained in the primary grades.

Second, the student may attend a summer school approved by the principal and those parties concerned.

The last option is if the indication is that the student is handicapped, he can be put into a special and more individualized program.

Baressi and Carrasco also outlined plans for a committee to meet with a retained student and his parents every six weeks. These conferences would assist the parents and the teacher in helping the child progress successfully through the year.

Trustee Ann Page requested that a revision be put into the policy so that a parent may request a child be reviewed by the committee for possible retention.

She also said that the board would have to deal with enlarging the summer school program if the retention program is to be put into effect. Presently the summer school program includes grades four and up.

Trustee Bill Jackson suggested that the board check to see if including first through third grades in summer school would be economically feasible.

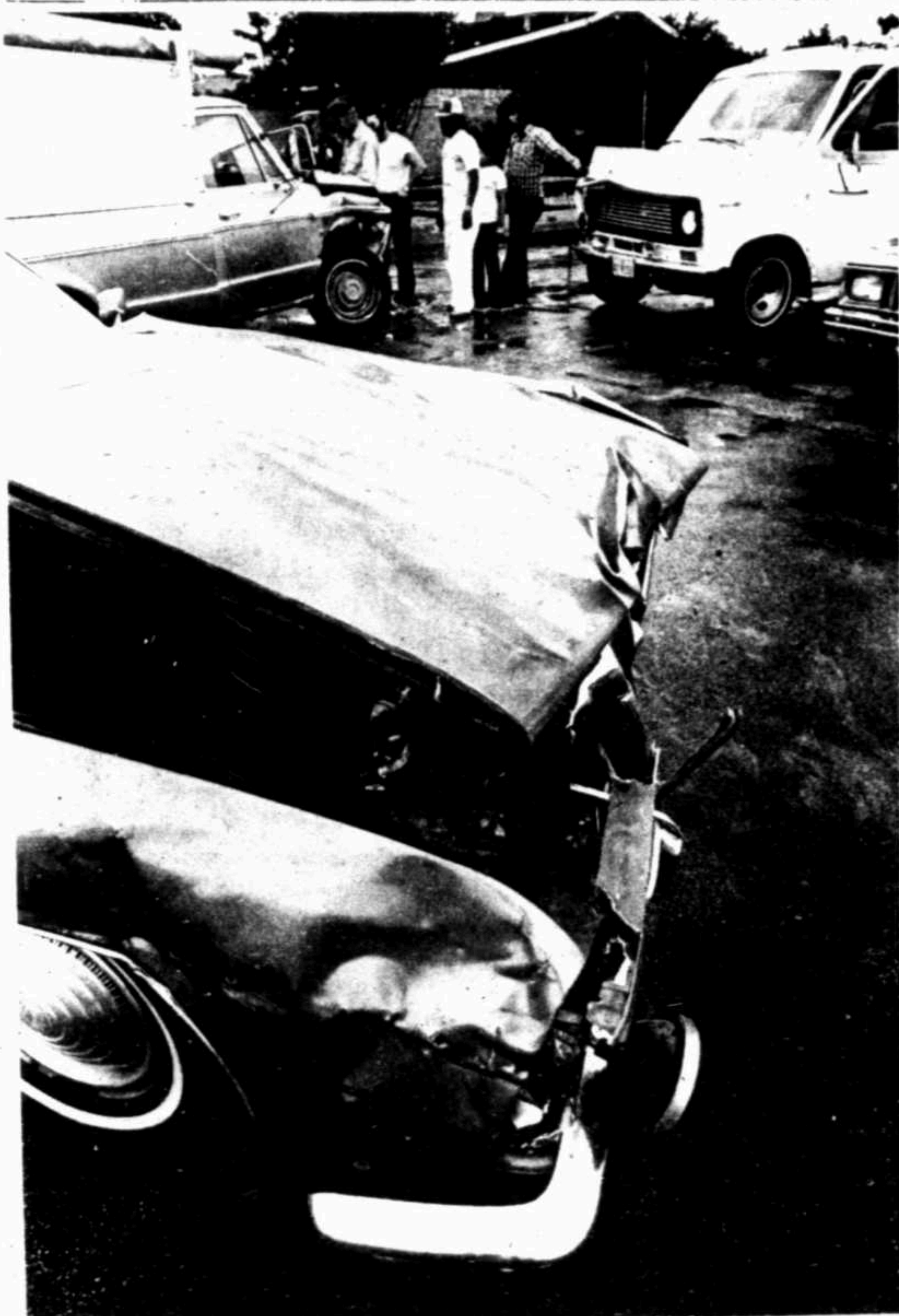
In other business the board approved school meal recommendations. All increased lunch prices are

as follows: elementary, 75 to 85 cents; secondary, 80 to 90 cents without dessert; school employees, \$1.25 to \$1.40 without dessert; visitors, \$1.75 to \$2.00 with dessert of the day.

Breakfast prices have increased from 40 to 50 cents for students, 70 to 80 cents for school employees and 80 to 90 cents for visitors.

Trustees also approved a group health insurance program for employees. The program will be on a minimum premium arrangement with the district agreeing to self-fund 90 percent of the health claims while the insurance company continues on the risk for any claims in excess of the self fund liability.

The board approved bids for alterations and an addition to the Midland High School Band Hall to Pace Construction and the replacement of ceiling material at Lee Freshman High School boys' gym to Mid-Way Construction.



Staff Photo by Paul Gilbert

There were no injuries in this three-car collision late Tuesday morning. The accident occurred about 11:30 a.m. at the intersection of Neely Avenue and Midkiff Road.

More indictments returned in milk scheme

BROWNSVILLE, Texas (AP) — A second set of indictments charging seven Mission school employees with conspiracy to bilk the federal government out of almost \$500,000 culminated a year-long investigation into the operation of a school lunch program.

Federal grand jurors Tuesday accused an assistant school superintendent and six employees, who already had been named in a July 14 indictment, with participating in a five-year-long phony invoice scheme.

Tuesday's indictments, including one of 51 counts and another of 12, supersede last month's document and include charges of conspiracy, wire fraud, mail fraud, and misprison of a felony, said assistant U.S. Attorney Eddie Medrano.

School workers were accused in Tuesday's indictments of conspiring with employees of Golden Jersey Creamery in Edinburg to file false claims with the U.S. Agriculture Department on undelivered half pints of milk.

Grand jurors alleged school workers called the dairy with the number of half-pints needed for a certain amount of federal reimbursement, and then dairy employees completed phony delivery papers that school officials signed and filed with federal offices.

Assistant school superintendent Robert Harold Wicks was the only defendant charged with all counts in both indictments.

Wicks and food services director Michael Jon McCarthy were accused in the 12-count indictment Tuesday of making and mailing false claims for summer lunch program reimbursements.

Others indicted Tuesday included school employees Doyleene Elliott Thompson, Gerardo Montoya Cortez, Angelica Hernandez Padron and former employees Edelmira Garcia and Jane Alice Cook.

Five other people named in the seven-count July indictment, including four dairy workers, pleaded guilty Monday to one count of conspiracy in a plea bargain to drop the remaining counts.

Those who pleaded guilty were dairy general manager Frederick Norman Hagerdorn, dairy employees Jeannette Jay Hall, Duane Leroy Towne and Irma Marie Cortez and former school food services director Myrtice Irene Caddell.

The dairy, through Hagerdorn, also pleaded guilty. The new indictments dropped all charges against dairy worker Jose Trevino Martinez, but named him and the five who pleaded guilty Monday as unindicted co-conspirators.

Criminal charges against the Mission Consolidated Independent School District also were dropped, Medrano said. The district will be investigated by the U.S. Justice Department office in Houston for possible civil violations, he added.

Wicks declined comment on charges against him but said the new indictments should vindicate the school system.

"We felt it was not legal for the school district to be indicted," Wicks said.

Medrano said the defendants will not be arrested as in July, when most of them spent a night in jail awaiting arraignment. All have posted bonds on the earlier charges and will be notified of new arraignment dates, the prosecutor said.

state in brief

Senate excepts house version of bill legalizing bingo games

AUSTIN, Texas (AP) — Senators faced with a take-it-or-leave-it bingo bill accepted the House version and sent it to the governor after the Senate sponsor said it was better than nothing.

"I am in favor of responding to what the people of Texas want. If they want bingo, I'll sign the bill," said Gov. Bill Clements.

House members adjourned three hours before the Senate on Tuesday, the final day of the special legislative session, leaving senators the option of taking the House bill legalizing bingo or no bill at all.

Smith 'gave Clements hell'

WASHINGTON (AP) — Attorney General William French Smith and Texas Gov. Bill Clements have had a falling out that included an acrimonious telephone call in which Smith "gave Clements hell," Justice Department sources say.

The immediate issue was Clements' vocal opposition to the Reagan administration's proposed immigration law reforms, which apparently surprised and angered Smith.

Longview woman criticizes books

AUSTIN, Texas (AP) — Norma Gabler of Longview and her conservative staff of textbook analysts asserted Tuesday that three homemaking books really are sex education texts.

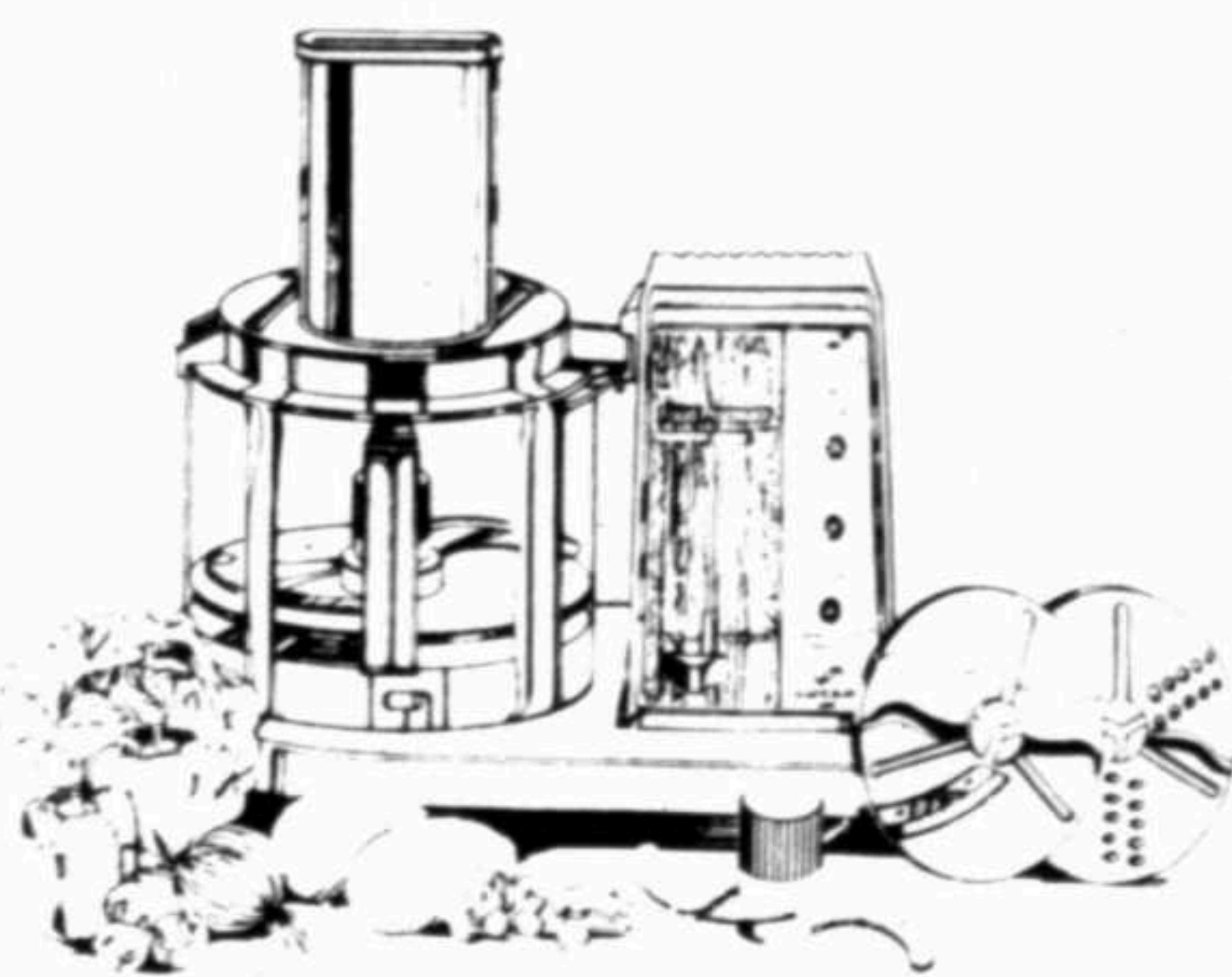
Mrs. Gabler, who has protested texts for about 20 years, issued her criticism while a film crew from public television recorded her presentation for a documentary on textbook controversies.

Bootleg cough syrup confiscated

HOUSTON (AP) — Two men were in custody after Houston narcotics officers seized 1,700 bottles of bootleg codeine cough medicine, a police spokesman said.

Police said the street value of the illegal cough medicine, which they said came from Mexico, is estimated at over \$50,000.

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Rep. Smith announces

AUSTIN, Texas (AP) — Rep. Carlyle Smith, a conservative Democrat who took a leading role in the Legislature's fight over congressional redistricting, has announced as candidate for speaker of the 1983 Texas House.

Smith, a Grand Prairie architect, said Tuesday he decided to run because other speaker candidates had failed to show any leadership.

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DEATHS

Amanda Cannon

SAN ANGELO — Amanda Lynn Cannon, 1-year-old daughter of Mr. and Mrs. Gerry Cannon of Munsen and relative of three Midlanders, died at 8:25 p.m. Monday in a San Angelo hospital.

Services will be at 2 p.m. today in Johnson's Funeral Home chapel with Reuben Stanley, minister of Munsen Church of Christ, officiating. Burial will be in Lawnhaven Memorial Gardens.

She was born July 22, 1980 in San Angelo.

Survivors include her maternal grandparents, Jeff Ford and Estelle Ford, both of Midland; maternal great-grandmothers, including Mrs. Georgia Cooper of Midland; a sister, paternal grandparents and paternal great-grandparents.

Monroe Kurtz

WINTERS — Monroe W. Kurtz, 76, of Winters, father of Dorothy Chambers of Midland, died Tuesday in an Abilene hospital.

Services will be at 10:30 a.m. Thursday in St. John's Lutheran Church in Winters with burial in Lutheran Cemetery, directed by Winters Funeral Home.

He was born Oct. 21, 1904, in Bartlett and had lived in Winters since 1926. He was married to Matilda Brede Meyer Jan. 11, 1925 in Winters. He was a farmer and member of St. John's Lutheran Church.

Other survivors include another daughter, his wife, two sons, a sister, six grandchildren and six great-grandchildren.

Ray Whiteside

Services for Ray Whiteside, 55, of 1007 W. Pecan Ave., were held Tuesday in Newline W. Ellis Funeral Home chapel with the Rev. O.A. McBrayer of St. Luke's Methodist Church officiating. Burial was in Resthaven Memorial Park.

Whiteside died Monday in a Midland hospital after a brief illness.

Pallbearers were Joe Gieb Jr., Vance Hall, Leo Bradshaw, Tom Ellison, J.R. Stewart and Melvin Warren. Honorary pallbearers were Dr. W.F.T. Key, Elgie Seamster, Fred McCain, Gary Niblett, Robert Bigard, William Browning, Bill Simmons, Don VanPelt, Mel Ramsey, Jim Boren, John Carey, Don Bradshaw, J.C. Barnes Jr., Clayton Lee, Lynn Durham, Murray Fasken, Russell Ramsland, Rives McBee and Buzz Mills of Odessa.

Fannie Fry

HOUSTON — Services for Fannie Fry, 88, of Houston, mother of Frank Johnson of Midland, were to be at 4 p.m. today in the Howard Glendale Funeral Home here with Pastor James I. McGlothlin officiating. Burial will be at 4 p.m. Friday in Hartshorne, Okla.

Other survivors include a daughter and four sons.

Dan Treadwell

Services for Dan Treadwell, 50, of Midland will be at 10 a.m. Thursday in Peterson Roberts Funeral Home in Hobbs, N.M. Burial will follow in Hobbs.

Treadwell died Tuesday following a short illness in a San Angelo hospital.

He was born Jan. 8, 1931. Treadwell lived the early part of his life in Oklahoma before moving to Hobbs in 1938. He graduated from Hobbs High School in 1949. Treadwell attended Southern Methodist University and

Brady may face fourth operation

WASHINGTON (AP) — White House press secretary James S. Brady faces the likelihood of undergoing a fourth major operation because of a lingering complication in his long recovery from a bullet wound in the brain.

Doctors said Tuesday that Brady, wounded in the March 30 assassination attempt on President Reagan, is still troubled by a leakage of spinal fluid through his nose — a development that poses the risk of infection in the skull.

The problem began Aug. 3 when Brady suffered a major, epilepsy-like seizure. It apparently created pressure in the skull that forced the discharge of the fluid, said Dr. Dennis O'Leary, a spokesman for George Washington University Hospital.

Although the seizures have stopped, the spinal fluid continues leaking into the sinuses from inside the skull along a passage through bullet-damaged bone, O'Leary said.

"It's not life threatening in any sense," O'Leary said. "We don't see him as being in immediate danger from it. The only real risk is infection. That's a relatively low risk but it's a

the University of New Mexico, but received his degree from Eastern New Mexico University.

After graduation, Treadwell returned to Hobbs where he was the owner of Brown's Menswear. He moved to Midland in 1973 and was employed by Mid-Tex of Midland.

Survivors include his mother, Georgia Treadwell of Hobbs.

Howard Bagwell

Services for Howard Bagwell, 69, of Bentley Court were held Tuesday in Newline W. Ellis Funeral Home chapel with the Rev. James Huggins of the First Baptist Church officiating. Burial was in Resthaven Memorial Home.

He died early Monday in a Midland hospital after a brief illness.

Pallbearers were Clarence Sloan of Midland, Gordon Grabley and Tom Bailliff, both of Childress, and Felix Navarette, Dan Brashear, Jim Weeks and Lee Byrd.

Joan Mills

Services for Joan Mills, 56, of 2500 Valley Forge, were held Tuesday in the Episcopal Church of the Holy Trinity with the Rev. Derk Manley officiating. Burial was in Memorial Park Cemetery in Tulsa, Okla. Midland services were handled by Newline W. Ellis Funeral Home.

She died Sunday afternoon in Odessa.

Pallbearers were Wayne Matthews, E.D. Judson, Harold Heckathorpe, Dr. Steve Shannon, Dr. Henry Tillet and Bill Gilstrap.

Violet Gaddy

SARASOTA, Fla. — Graveside services for Violet Gaddy, 84, of Sarasota, aunt of Jack Murphy of Midland, will be at 3 p.m. Friday in Tulsa, Okla., under the direction of Stanley Funeral Home.

Mrs. Gaddy died Saturday in a Sarasota hospital after a sudden illness.

She was born in April 1897 and raised in Tulsa, where she retired as a schoolteacher before moving to Sarasota.

Other survivors include another nephew, three great nephews, a great-great niece and a great-great nephew.

The family requests that memorials be directed to the Allison Permin Basin Cancer Therapy Center.

Sheila Lemmon

Services for Sheila Lemmon, 63, of 3101 N. Midland Drive, will be at 2 p.m. Thursday in the Hubbard Kelly Funeral Home chapel in Odessa. Burial will be in Sunset Memorial Gardens.

Mrs. Lemmon died Monday night in Lubbock.

Pallbearers will be Earl Johnson, Phil Archer, Terry Taylor, Troy T. Hunt, Troy L. Hunt and John Erby.

E.W. Grieneeks

HOUSTON — Edward William Grieneeks III, infant son of Edward William Grieneeks II and Mary Adele Grieneeks, and grandson of Mr. and Mrs. Edward William Grieneeks of Midland, died Sunday after a brief illness.

Memorial services were to be at 10 a.m. today at Gloriedel Lutheran Church in Houston (Nassau Bay). Burial will be at Forest Park East Cemetery in Houston.

Edward was born May 8, 1981.

Other survivors include a sister and grandmother.

The family requests that memorials be sent to the Edward William Grieneeks III fund, High Risk Nursery, St. Joseph's Foundation, P.O. Box 1919, Houston, Texas 77001.

Odessan keynote speaker

Jo Berne Shedwin of Odessa will make the keynote address in the "Welcome to Midland" program for visitors, officers and delegates of the Northwest Texas Annual Conference of the African Methodist Episcopal Church at 7:30 p.m. Thursday.

The conference is being held through Sunday at Greater St. Luke A.M.E. Church at the corner of Adams and Kentucky streets.

Mrs. Shedwin is a Baptist missionary and a member of the Education State Congress of Christian Education. She also is a teacher in the Ector County Independent School District.

Welcomes will be given by Midland Mayor G. Thane Akins, Midland Independent School District Superintendent Dr. James Mailey and the Rev. C.S. Johnson, president of Ministers



Jo Berne Shedwin

Alliance, T.J. Patterson, editor of the Lubbock Digest, also will respond.

Music will be provided by soprano Flora Harris as well as a male chorus.

A reception will follow the program. The public is welcome to these events.

Airline employee bill stalls

SACRAMENTO, Calif. (AP) — Legislation to let Continental Airlines create stock that its employees could buy to prevent a takeover has stalled in an Assembly committee.

The Finance, Insurance and Commerce Committee decided Tuesday to delay the bill until next week to determine if the proponents and opponents could agree on letting 30,000 small stockholders vote on the plan.

"This should be resolved in the corporate world and not in the legislative world and bureaucratic world," said Assemblyman Bruce Young, D-Cerritos.

But the author of AB2271, Assemblyman Doug Bosco, D-Occidental, said he had the votes on the committee to approve the bill if necessary.

The picture as painted by Bosco seems simple and romantic: The employees of a money-losing airline band together to buy stock and prevent a takeover by an outsider from Texas.

He said his bill would "enable the employees of Continental Airlines to purchase a majority interest in the company they've worked hard over the years to build up" and stop "a Texas corporate speculator who decided several months ago he wanted to raid the assets of this corporation."

But the testimony revealed a complicated web — the late president of Continental initially suggested the employee stock plan, and the opponents contend it would hurt both employees and other stockholders.

Continental Airlines, based in Los Angeles, has been losing money for three years, including \$36 million during the first half of 1981.

Texas International Airlines, based in Houston, bought 49 percent of the 15.4 million Continental shares last March and the stock was put in trust pending final federal approval, expected Oct. 1.

To prevent the takeover, employees led by pilots formed the Continental Employees Association and an Employee Stock Ownership Plan, or ESOP.

Paul Eckel, president of the CEA, told an April news conference that the idea for the employee stock plan came from Continental President A.L. Feldman, who committed suicide Sunday.

Under the plan, Continental would issue an additional 15.4 million shares. The ESOP would borrow \$185 million from a group of banks, with Continental putting up the firm's airplanes as collateral, and buy the stock. Employees would

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The White Sox are on a two-week road trip and currently are in Boston. Valdiserri said he believed a new court date would be set after the team returns to Chicago on Aug. 27. Barrios will not return until then, he said.

