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Staff photo by David Trouba

The State Department of Banking took control Tuesday of the Commonwealth Savings Co., 126 N. 11th St., and froze all assets. Dee Gritzner of 1711 A St., waits outside the bank to learn the status of her savings.

Wallace encourages students to testify on proposed cuts

By Judi Nygren

The proposed reduction, elimination or reorganization of some UNL programs will have a great impact on the university, and student input could play an essential role in deciding what programs are cut, ASUN President Matt Wallace said Tuesday.

"The whole idea is not to say we don't want any cuts, that's not the case," Wallace said. "The whole point of our issue is to make sure these are areas that students feel we can justify as far as giving up those areas."

ASUN will have two meetings to give students an opportunity to voice their opinions, Wallace said. The first meeting, which will be today at 6:30 p.m. in the Nebraska Union Ballroom, will include an informal discussion of proposed cuts. From the discussion, ASUN will form resolutions to be presented at committee hearings on the proposed cuts scheduled through next week. The resolutions will be debated and adopted Nov. 9 at the Culture Center.

ASUN executives and senators will speak on behalf of students' interests at the hearings, Wallace said. But any student with a concern is encouraged to testify.

"We (ASUN) want as much student involvement

as students want to offer," he said.

Kevin Goldstein, an Academic Planning Committee representative, said students' testimony may have more influence than faculty testimony because students are often less biased. Students planning to testify should have their resolutions written out, he said.

Wallace said ASUN's focus is on informing students about proposed cuts, and what students can do to influence the committees' recommendations.

"This is not like adopting a resolution concerning Grenada," he said. "This is something ASUN can take a leading role in."

ASUN also can influence decisions through its representatives on APC and Support Program Evaluation Committee, Wallace said.

SPEC, which was temporarily formed to decrease APC's work load and give equal representation to all UNL organizations, hears testimony concerning student affairs and business and finance. APC will conduct all other hearings.

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Future unknown for closed bank

Commonwealth Savings Company, Nebraska's largest industrial bank, was declared insolvent and closed Tuesday by the state Department of Banking.

Paul Amen, director of the Department of Banking and Finance, authorized the closing of Commonwealth, 126 N. 11th St. The bank was closed at about 10:30 a.m. Tuesday.

According to Tuesday's Lincoln Journal, Amen cited high interest rates and a poor economy as the main reasons the bank failed.

He also cited the bank's large real estate holdings and the poor real estate market as contributing factors.

Commonwealth had experienced financial difficulty for the past two years. The bank's president, S.E. Copple, contributed millions of dollars to the institution in an effort to save the bank, the Journal quoted Amen as saying.

Depositors will be contacted by the state banking department about the situation, but they will not be able to immediately withdraw their holdings. The banking department will search for another institution to take over the bank, or it may liquidate it, Amen said.

Lincoln marks 100 years on the move

By Pam Alward

Mayor Ronald Luedtke proclaimed Tuesday Public Transportation Day in Lincoln at ceremonies celebrating the 100th anniversary of public transportation in the city. The ceremony was at the Burlington Northern Depot, 201 N. Seventh St.

Luedtke, the master of ceremonies, read a telegram from U.S. Transportation Secretary Elizabeth Dole on President Reagan's behalf. He also read Gov. Bob Kerrey's Public Transportation Day proclamation and his own congratulatory statement.

George E. Selvia, Lincoln's Director of Transportation, accepted the proclamations.

Public transportation in Lincoln began Nov. 1, 1883, when the Lincoln Street Railway began a horse-car line running from the Burlington Depot to 13th and O streets. Each ride cost 5 cents. The last run on the line was made in 1906.

Luedtke said he remembered the electric trolley cars that were introduced in 1891 and ran until 1945.

Lincoln City Lines began operating buses in 1926 at 10 cents per ride. The city created the Lincoln

Transportation System in 1971 when it purchased the bus system.

Ridership increased 150 percent during the next decade, from 1.4 million passengers to 3.5 million passengers annually. LTS cites improvements including a Handi-Van fleet for inability-disabled people, restructured routes and new buses as some of the reasons for the increase.

Thirty-eight percent of the system's total budget is provided by passenger fares. Federal, state and city funding supplies the remaining money, LTS Marketing Director Tami Bartzatt said.

City Council members Louis Shackelford and Margrethe Ahlschwede and former Lincoln mayor Dean Petersen also attended the event. Also present was a representative from Rep. Doug Bereuter's office.

A specially-painted bus with "1883-1983" emblazoned on the sides brought guests and the public from downtown Lincoln to the depot. A representative from the Clark Jeary Memorial Manor in Lincoln presented a \$3,000 check from Clark Jeary and the United Presbyterian Welfare Foundation to help build a bus shelter at the Clark Jeary Manor.



Staff photo by David Trouba

The Lincoln Transportation System celebrated 100 years of service Tuesday with Mayor Roland Luedtke on hand for the event. A modern bus, left, and an older model received fresh coats of paint for the event.

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