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Reduction in spending affects 17 courses

Seventeen courses were deleted from the Spring Term schedule as part of an overall program to reduce 1982-83 spending by 3 percent, according to MU Provost Olen E. Jones Jr.

Earlier projections had indicated a possibility the university might have to eliminate approximately 40 courses. However, Jones said, other adjustments within the university's budget had reduced the number of classes to be deleted. The 17 courses represent a saving of $16,400 that would have been paid to part-time instructors.

Jones said only 40 students had registered in advance for the 17 courses and they will be notified by mail of the cancellations. They will be able to register for other courses. He said none of the cancellations will affect students scheduled to graduate in May.

Sharing in the instructional program cutbacks were the colleges of Science, Business and Liberal Arts, and the Graduate School. “Thanks to the cooperation of the various academic units, Marshall is able to minimize the effect of the 3 percent budget cut on students,” Jones said.

The budget cuts were ordered last month by Governor Rockefeller for all state agencies in their use of State General Fund money. The action was taken because of a decline in state revenues.

Marshall's total share of the budget reduction is $679,000. The cuts are being achieved through a hiring freeze, reductions in current expense outlays such as travel and utilities, and a freeze on purchases of new equipment and repairs and alterations, along with a decision to hold the 1983 summer school at the same level as last year.

Benedum to fund elderly needs study

The availability and effectiveness of services for the state’s elderly will be studied by a Marshall University sociology professor under a $50,000 grant from the Claude Worthington Benedum Foundation.

The Marshall University Foundation will serve as fiscal agent for the study, with overall guidance and supervision to be provided by the West Virginia Commission on Aging.

"With an ever increasing population aged 60 and over and diminishing financial resources, it is imperative that we examine our programs for the elderly and begin to address the implications of future trends," said Dr. Richard O. Comfort, project director.

"West Virginia’s population age 60 and over totals more than 300,000 and the number of those persons over 75 is growing even more rapidly," added Comfort, who specializes in problems of the aging.

The grant proposal calls for assessment of already existing delivery systems for the elderly, investigation of ways to improve the effectiveness of these programs, and encouragement of cooperation among various agencies—governmental, academic, religious, civic—which serve older citizens.

During the nine-month study, Comfort and Commission staff members will be looking at transportation, health care, educational services, economic aids, housing and other areas as they relate to the needs of the elderly.

“We already are seeing some trends developing from the longevity aspect,” said Comfort, who was a delegate to the 1981 White House Conference on Aging. “There’s a higher percentage of women in that over 60 population and more and more of the elderly are living alone," he added.

“We also find there is a new category of elderly— the young old,’ those between 60 and 75 years of age, who still have a great deal of vitality and resources to offer. We need to find ways to fully utilize their skills,” Comfort noted.

Marshall University provost named resource center liaison

Marshall University Provost Olen E. Jones Jr. has been appointed by the American Association of State Colleges and Universities (AASCU) as the West Virginia representative to AASCU’s Resource Center for Planned Change.

Established in 1975 and composed of the chief academic officers of AASCU institutions, the Resource Center plans seminars and other activities to assist members in coping with current trends in higher education, according to Catherine Cawley, senior program associate for the center.

Dr. Jones will serve as a liaison between the center and other AASCU members within the state, Ms. Cawley said.

Jones, a native of Clendenin, earned his B.A. and M.A. degrees from Marshall and his Ph.D. in educational administration from Northwestern University.

INVIATION

President and Mrs. Robert B. Hayes
invite you and your family
to attend a
Christmas Party
Thursday, December 16
6:30 to 8:30 p.m.
Don Morris Room
Memorial Student Center
Santa Claus   Light Refreshments
MU Honors Program announces two spring seminars

The Marshall University Honors Program will offer two seminars for the Spring Term, according to Dr. Michael J. Galgano, Honors Program director and professor of history.

The lower-division honors seminar is entitled “The Two Cultures” and the upper-division seminar will be “Latin American Frontier.”

“The Two Cultures” will deal with the interaction of the arts and the sciences, the conflict of scientific inquiry and the freedom of the arts. It will be taught by Dr. Margaret Bird, associate professor of biological sciences; Dr. Bradford Devoos, professor of music; Dr. John Larson, professor of chemistry, and Galgano.

Contemporary Latin America, its economics, politics and development, will be explored in the upper-division seminar. Teaching it will be Charles F. Gruber, assistant professor of social studies; Dr. Clair W. Matz, professor of political science; Dr. Claire F. Horton, professor of sociology/anthropology, and Humberto Pena from West Virginia State College’s Romance Languages Department.

ANNOUNCEMENTS... 

The Marshall University Emeritus Club will meet for a noon luncheon on Wednesday, Dec. 15, at the UpTowner Inn. A program of holiday music has been planned featuring choral and musical ensembles from Huntington East High School with Janice Chandler conducting.

FACULTY REMINDER

Faculty members are reminded that the Faculty Service Committee is still accepting contributions of $3 for the academic year. The contributions should be sent to Philip Modlin, committee treasurer, in care of the Biological Sciences Department.

DUO’S DEBUT

The newly formed string and piano duo of cellist James McWhorter, instructor of music, and Kenneth Marchant, assistant professor of music, will make its Huntington debut with a recital Wednesday, Dec. 15, at 8 p.m. in Smith Recital Hall. The free, public concert will include music by Beethoven, Brahms, Rachmaninoff and Corelli.

Appreciation expressed

I want to express my appreciation to the faculty and staff for their thoughtful expressions of sympathy on the death of my husband, David F. Groves. Thank you for your many visits and cards which meant so much to him during his illness.

Sincerely,
Ruth Groves and Family

Death claims Robert Mathews, husband of Shirley F. Mathews.

Funeral services were held Nov. 30 for Robert Stewart Mathews, who died Sunday, Nov. 28, in St. Mary’s Hospital. Burial followed in Woodmere Memorial Park.

Mathews, a clockmaker, was the husband of Shirley F. Mathews, who retired from the College of Education faculty in 1972. Additional survivors include a son, Michael Mathews of Crew, Va.; a sister, Mrs. Janet Adkins of San Mateo, Calif., and a brother, Gene Mathews of Huntington.

Memorial contributions may be made to the Cabell County Public Library or the Otterbein United Methodist Church of which he was a member.

Bill Bradley retires; Ervin Campbell hired

Ervin P. Campbell Jr. of Coal Grove, Ohio, has been appointed to the Marshall University Development Office staff as an accountant, according to Dr. Bernard Queen, development director and MU Foundation executive director.

Campbell, who assumed the position Nov. 8, holds the B.B.A. degree in accounting from Ohio University and previously was a staff accountant with the firm of C.A. Rambacher, C.P.A., Ironton, Ohio.

One of Campbell’s first responsibilities will be to assist in the conversion of the Foundation’s financial operations from a manual system to a computerized system, Queen said.

“With the dramatic growth of the Foundation’s holdings and the retirement of William T. Bradley who handled our accounts in the Financial Affairs Office, employment of a full-time accountant seemed the most logical step,” Queen explained.

Bradley, who retired last month, joined the MU accounting staff in 1965 as an accountant and government contracts clerk. He previously had been an assistant to the distribution manager of Island Creek Coal Sales Co. A resident of Kenova, he studied business administration at the University of Kentucky. He is active in the First Baptist Church of Kenova.

Campbell was valedictorian of his 1977 Dawson-Bryant High School graduating class and was awarded a Huntington Alloys Scholarship. He also attended Marshall. He is Sunday School superintendent for the Jeffersonville Missionary Baptist Church in Coal Grove. He is married to the former Vicki Sue Harmon of Coal Grove.

Excused absences...

Absences have been excused by the respective college deans for the following:

NOV. 30-DEC. 3—Women’s Basketball Team.

Flimsy excuses do provide some clues

Editor's Note: With the holiday season approaching with its accompanying heavy travel schedule for many of us, the following article has been included in the University News Letter to encourage faculty and staff members to practice the safety habit of wearing a seat belt.

The article has been reprinted by permission from "Changing Times," the Kiplinger Magazine, (October, 1982, issue).

Thousands of people will be killed and hundreds of thousands injured in traffic accidents this year, but much of that carnage could easily be avoided. The casualty figures would drop by half if everybody used safety belts, authorities say.

Why, then, do so few people buckle up? The question has intrigued safety experts and behavioral scientists for years. Despite an almost universal awareness of motor-vehicle perils, only about 11% of all front-seat occupants use safety equipment regularly, and even fewer rear-seat passengers buckle up. (Physicians are an exception, it appears. A recent survey of 595 Harvard Medical School faculty members found that 73% routinely use safety belts.)

Safety belts: Myth vs. fact

Myths and misconceptions about safety belts are common. Here are some typical beliefs of hardcore nonusers, followed by well-documented facts:

I don't need belts because I'm an exceptionally good driver.

Defensive driving helps, but it can’t possibly protect everybody from all bad drivers or other hazards—potholes, rock slides, icy roads, a blown tire, faulty brakes.

Belt could trap me in an accident. It’s better to be thrown free.

Being thrown free is 25 times more likely to cause death or injury. With a belt, a person is far more likely to remain conscious, be able to free himself and help others.

I don't expect to be in an accident.

Everybody can expect to be in a crash once every ten years. For one in 20 the crash will be serious; for one of every 60 born today it will be fatal.

I do wear belts on long trips and at high speeds.

No fewer than 80% of deaths and serious injuries occur at speeds below 40 miles an hour; 75% occur less than 25 miles from home.

Belts are uncomfortable.

Not if they’re properly adjusted. And they’re far more comfortable than traction.

Wearing belts is "sissyish."

Racing drivers wear belts and other protective devices. Athletes wear headgear, face masks, mouthpieces.

Shoulder straps have so much play that I’d crash into the windshield anyway.

A latching device locks the belt in place if there’s a sudden stop.

Passengers would be offended if I asked them to buckle up.

Surveys have found that an overwhelming majority of people would fasten their belts if requested to by the driver.

Government and private safety groups have long sought explanations of why people shun the equipment. Now, as a result of research by the National Highway Traffic Safety Administration and others, some answers are in hand. In one study, 1,200 persons around the country were interviewed at length. In another, group discussions were held with motorists in seven cities. The groups included confirmed safety belt users, confirmed nonusers and sometime users. The main objective was to find out whether there might be ways to increase usage through publicity, educational campaigns or other means.

A VARIETY OF EXCUSES

The researchers found widespread ignorance and skepticism of safety belt effectiveness, coupled in many cases with indifference, fatalism and doubts that driving is all that hazardous. If safety belt usage were to be placed on a list of issues that concern the public most, it would rank about 350th in importance, says one study.

The reasons cited most often for not using belts are inconvenience, discomfort, laziness, fear of entrapment and forgetfulness. People "simply don't think about it when they get in their cars," notes one report. "They feel the belts are too uncomfortable; and they have fear of being trapped by the belts if involved in an accident."

The researchers came up with other findings, including the following:

"Seat belts are seen primarily as an accessory... and not as safety-related."

"People do not understand the product and how it functions."

"The general image of the automobile is that it is unreliable and that seat belts don't work."

"People think the quality of car and accessories has declined in the last 20 years."

Ironically, the relatively new inertia system that has been developed to allow the user maximum freedom has contributed to the distrust of belts. The straps no longer hold the user in place unless the vehicle comes to a stop suddenly. "When I lean forward in the seat, it doesn't tug or pull like the old gut-wrencher safety belt did," one driver says. The inertia system has never been effectively explained to the public, researchers contend.

Nor do many people realize that unbuckled occupants can endanger others as well as themselves. A Michigan study of more than 4,000 crashups found that in 22% of them, occupants colliding with other occupants caused or worsened injuries. Also, a beltless driver who is forced to swerve sharply or make some other sudden movement can lose control if thrown away from the wheel.

Many drivers think they're competent enough to avoid collisions and, consequently, don't need belts. A number of interviewees said, in essence: "Auto accidents happen to others, they never happen to me." Commented the researchers: "When people talk about maintaining their own safety, they discuss it in terms of being in control of the world around them."

PUBLICITY BLITZ

In hopes of changing the public's attitude about seat belts, the Reagan administration, which opposes government-mandated air bags or other automatic restraint systems, recently launched a long-range, (Continued on page 4)
Mandatory laws work

(Continued from page 3)

multimillion-dollar education campaign, the most ambitious ever undertaken in this country. A lot of observers will be surprised if it has any significant impact, however. Media blitzes in Canada, Australia, France and several other countries failed to get a majority of car occupants to fasten their safety belts, although most of these campaigns did increase usage to between 20% and 35%.

Other than passive restraint systems, such as the air bag, the only alternative to persuasion is mandatory buckle-up laws.

Since 1970 such laws have been adopted by about 30 countries, including Australia, England, France, Ireland, Sweden, West Germany and parts of Canada. Usage in those jurisdictions rose to between 70% and over 90%, says a 1981 New York State task force report on highway safety. Opinion surveys have found that the laws enjoy majority support in most of the nations. To date, none of the laws has been repealed.

"This type of legislation is apparently successful in every country where it is even minimally enforced," the task force said. In the U.S., proposals for requiring belt usage have been introduced in 27 states, but none has been adopted. "Concerns for individual freedom are much more prominent in this country," a 1982 National Highway Traffic Safety Administration report comments. (It could be noted that the concerns have not kept airlines from ordering passengers to use seat belts, yet planes are much safer than cars.) At this writing, 17 states have passed laws that require restraint systems for young children.

In a recent poll of 1,000 adults, 56% said they favored mandatory-use laws, 36% were opposed. The survey was conducted by R.H. Bruskin Associates, a New Jersey research firm. Only 15% of the respondents always use belts now, they told pollsters. Another 13% said they use them most of the time, 29% rarely use them and 43% never do.

Ironically, drivers who take risks and are therefore most likely to cause accidents are least likely to use safety belts. Usage tends to be heaviest among college graduates, white-collar workers and their families, city dwellers, drivers of subcompact cars, residents of the Pacific Northwest and people between 25 and 34 years of age.