

## License to advertise:

*Control Board ruling allows bars to put prices in newspapers*

By MICHAEL J. VAND  
Collegian Staff Writer

Because of a change in legal opinion last week, the Pennsylvania Liquor Control Board will now allow bars to advertise their prices in newspapers.

Beverly Eager, LCB press secretary, said the Liquor Code is reviewed on a continuous basis by its legal department. Although the language of the code prohibits adver-

tising of prices on the outside of a bar, the LCB has determined that newspaper advertising of prices is not specifically prohibited, she said.

Christ Papadopoulos, owner of Mr. C's, Zeno's, Gatsby's and the Corner Room, said the change in policy is long overdue. He said bar owners, like any other retailers, should be able to let customers know what their prices are.

Papadopoulos said the old policy made it difficult to promote a bar.

Techniques such as happy hours and two-for-one nights were the only ways of getting around it, he said.

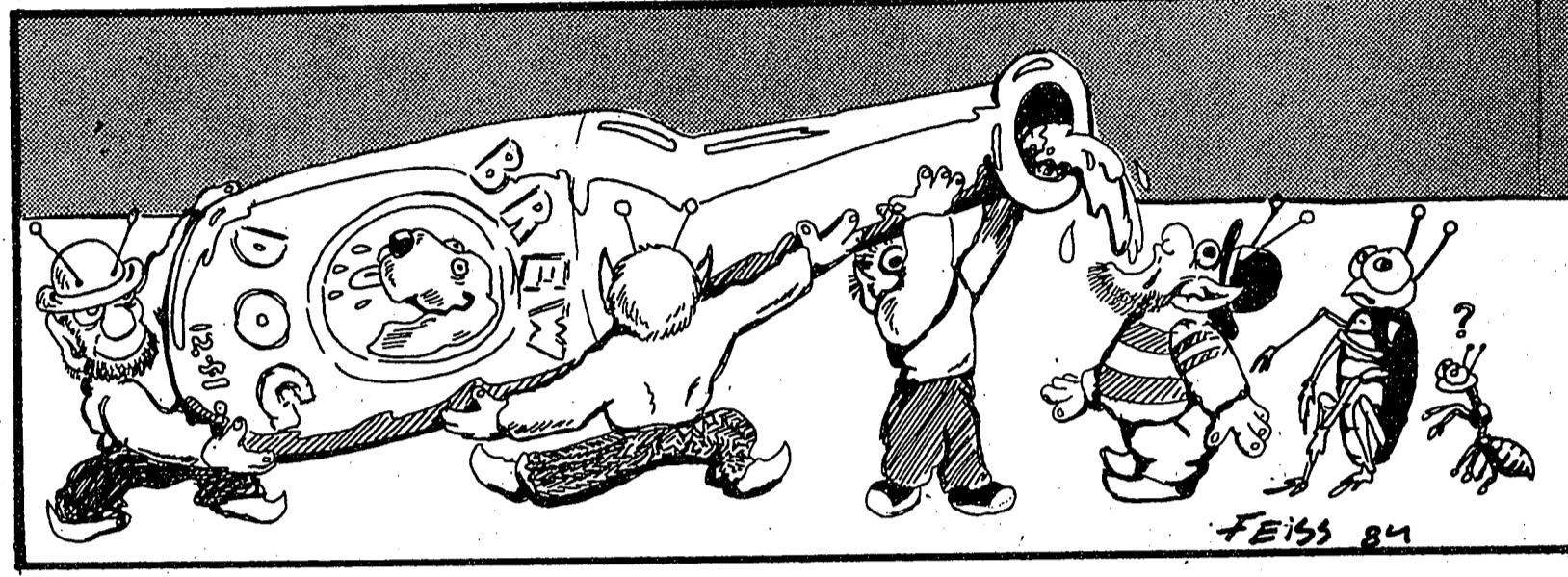
Ernie Oelbermann, owner of the Phyrst, 111½ E. Beaver Ave., and the Brewery, 233 E. Beaver Ave., said advertising may make the bars in town even more competitive than they have been. He said advertising may not help the bars but will help customers.

Although he hopes a price war does not start, Oelbermann said the

principle of advertising is fair because other retailers are able to do it.

But he said prices may not be able to go much lower. He said the price of a pint of draft beer is about the same as it was about 10 years ago even though the price of a keg has more than doubled.

Mike Hicks, manager of Cafe 210 West, 210 W. College Ave., said he expects to begin advertising next week.



## Bills could lay track for Philly-to-Chicago rail system

By MIKE NETHERLAND  
Collegian Staff Writer

Congressional approval for at least a feasibility study of a five-state, Philadelphia to Chicago high-speed passenger rail system appears forthcoming in two bills being prepared in the House and Senate.

### news analysis

Both bills are being written by Pennsylvania congressmen and are receiving much support from a high-speed rail lobbying group whose members include the chairman and executive director of the Pennsylvania's High Speed Intercity Rail Passenger Commission. The commission is funding an extensive feasibility study of a high-speed Philadelphia to Pittsburgh line.

The House bill, written by Rep. Joe Kolter, D-Butler County, "has received extensive bipartisan support," said Kolter aide Bill O'Neil. The 41 co-sponsors include House Ways and Means Committee Chairman Dan Rostenkowski, D-Ill., and Minority Leader Robert Michel, R-Ill.

A similar bill is now being drafted by Sen. John Heinz, R-Pa.

O'Neil said that the Congressional approval is also needed if the five-state compact — among Illinois, Indiana, Michigan, Ohio and Pennsylvania — requests federal subsidies.

The sentiment in Washington about the high-speed rail concept is mixed. The major advocates are the three high-speed rail organizations: Pennsylvania's commission, a lobbying group called the High-Speed Rail Association and the five-state compact.

However, Amtrak is cool to the idea. Amtrak was created by the Rail Passenger Service Act in 1970 to take up the slack when the private sector began exiting the unprofitable service.

The language of the Rail Passenger Service Act may prove to be one of the major obstacles preventing or delaying the new rail concept. The act effectively prevents rail organizations other than Amtrak from operating routes "over which (Amtrak) is performing scheduled intercity rail passenger service."

Tim Gillespie, a Capitol Hill liaison for Amtrak said the language, "over any route doesn't mean the same road bed. The route is the market."

The market in rail terminology is the corridor between two cities. Amtrak now operates passenger service between Philadelphia and Pittsburgh and between Philadelphia and Chicago. So Pennsylvania's commission and the five-state compact simply cannot construct and operate a high speed or conventional rail system and ignore Amtrak. Some licensing and/or percentage-of-income arrangement with Amtrak would be necessary.

Amtrak has such an arrangement with American High-Speed Rail, a San Diego-based company preparing a passenger rail line between that city and Los Angeles.

Amtrak tried to license and get a percentage of earnings last year from Colorado Midland Railways, for the rights to operate a passenger rail service in Wyoming. A spokeswoman for Sen. Malcolm Wallop, R-Wyo., who intervened on behalf of Colorado Midland, said the \$3,000 license fee was "ridiculously high." She said that although Amtrak chose to discontinue service in Wyoming, "they still had pretty much control over the track."

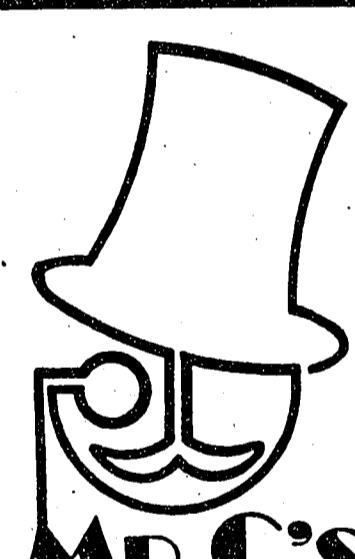
The high-speed rail proponents insist that Amtrak is out of line in exacting these fees — that the language does not prohibit the operation of routes outside those of Amtrak. Proponents contend that Amtrak is flouting a 1980 amendment to the act mandating that the Secretary of Transportation not only encourage private sector development of passenger

rail but to remove legal and institutional barriers to the private sector.

So how can private high-speed rail remain? Initially, the high-speed lobby maintained that development would occur outside the state and federal government. But as cost estimates fluctuate in the multi-billion dollar range, the sentiment is changing.

A highly disputed study released last month by Congress' Office of Technology Assessment (OTA) paints a gloomy financial picture for high-speed rail. Because no U.S. high-speed rail system exists, the report investigated Japanese, French and British systems — all of which are federally owned.

With new track and equipment, the report says, "the new French high-speed line cost \$4 million per mile," while the most recently completed links of the Japanese system "cost about \$35 million to \$40 million per mile. The earliest Japanese routes cost about \$20 million per mile (in 1979 dollars)."



**MR. C's**

**THE BAR OF THE 80'S!**

.....CONTINUES

Tues. & Thurs. — Ladies' & Men's Night  
\$2.00 Admission - 2 Drinks

Friday "Happy Hours"  
4:00-8:00 p.m. - Two Drinks for the Price of One

Saturday "Mug Nite"  
Giant 32 oz. Drinks for only \$4.50

Sunday - The Only Place in Town  
Where it's Happening  
"Turn the Tables" Night

*Where everyone is TREATED equally!!!*

## Gatsby's

The showplace in State College for any occasion. Receptions, Formals, Luncheons, and Dinner Banquets custom tailored to your wishes.

**"THE MEN"** return on March 20th. Watch for more exciting entertainment in the weeks to come.

## Hotel State College Company

**The Entertainment Center**

## the Allen Corner Room & Lounge

Come on up and get the most for your money — enjoy the view, the atmosphere, the nightly entertainment, and our reasonably priced spirits and food.

Hurricanes every Monday night for only \$1.25. Cocktail specials daily. Happy Hours Monday through Friday from 4 p.m. to 7 p.m.

All imported beers only \$1.55 at all times.

Hand carved sandwiches featured every Friday Happy Hour for only \$1.50.

## Zeno's

Home of the "Around the World in 80 Beers"  
Invites You to Party with Us.

SUNDAY.....	Happy Hours All Day Reduced Prices on All Drinks
MONDAY.....	Improv' Night - Most Canadian Beers for \$1.00
TUESDAY.....	25¢ Drafts/Buy a Dozen
WEDNESDAY.....	\$1.00 Shot & Beer Nite with Jack Daniels \$1.25
THURSDAY.....	Pitcher Nite/ All Draft Beers \$1.75 & \$2.00
FRIDAY.....	"Happy Hours" Best in town

OPEN: 11:00-2:00 a.m.

SUNDAY: 1:00-2:00 a.m.