

# Winston-Salem Chronicle

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## Fay Hauser Stars in Roots She's a Native Who Graduated From Anderson



Fay Hauser

**By John W. Templeton  
Staff Writer**

When "Roots: the Next Generation" comes on television Sunday night, Dr. and Mrs. C.B. Hauser of 2072 K Court will take a special interest in the character "Carrie Barden," a black schoolteacher who causes a stir in Henning, Tenn. by marrying a white man.

The actress playing the Barden role is the Hauser's daughter, Fay.

For the Hausers, her national exposure is just the continuation of a process that began with the first dancing lessons when Fay was three years old.

For the 30-year-old actress, it's "the biggest recognition I've ever had," she said in a telephone interview from her home in California.

Despite her success, Miss Hauser said, "I never expected to do this (acting) as a profession."

However, Hauser's early drama teacher in Winston-Salem knew better

even when Fay was a student at Anderson High School. Mrs. Flonnie Anderson, now teaching drama at Parkland Senior High School, recalled, "Fay was determined at that time to go into psychiatric social work. I told her you are going to be an entertainer. I give you 5 years."

"Sure enough, the second semester of her first year at UNC, she sent me a letter saying 'Don't tell me I told you so' but she was changing her major to drama," added Mrs. Anderson.

Anderson said fondly, "Fay was one of the few students I have come across with natural talent in all directions."

A pile of clippings spread across the kitchen table at the Hauser's home backs up Mrs. Anderson's point. She was salutarian, newspaper editor, science award winner, English letter winner and "Best All-Around Girl" when she graduated from Anderson High in 1968.



Winston-Salem native Fay Hauser plays Carrie Barden, a black schoolteacher, whom Jim Warner (Richard Thomas, left) wants to marry in the first episode of Roots: The Next Generation. In the background is Col. Frederick Warner (Henry Fonda) who is opposed to the marriage. photo courtesy of WGHP-TV

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## New Tank Site Marks Community Victory

**By Sharyn Bratcher  
Staff Writer**

The city's decision to build a five million gallon tank and pump station on 15th Street instead of on Hattie Avenue or 14th Street, marks a victory for the East Winston Neighborhood Restoration Association, and for community groups in general.

The proposed ground storage facility, which is part of the water improvement program to be voted on in the March 6th bond referendum, was originally slated to be built on a Fourteenth Street site, but the East Winston Neighborhood Restoration Association objected to the plan because three houses would have had to be demolished.



Newell

Gwyn

The city next considered a location on Hattie Avenue between St. Benedict's Catholic School and the convent. The residents of that street opposed the building of the water tank there, and the Church refused to sell the land.

Alderman Virginia Newell and members of the community met with Pat Swann, director of public works, and discussed their objections to the proposed locations.

Finally, the city decided to locate the water tank at the end of Fifteenth Street, east of U.S. 52.

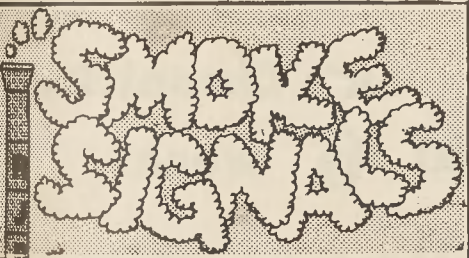
"We feel very good about it," commented Helen Gwyn, president of the East Winston Neighborhood Restoration Association. "By working together -- we turned out in great numbers -- we convinced the city to change their plans."

Alderman Virginia Newell called the incident a victory

for community-based organizations. "It shows the kind of power that community groups can have," she said. "If the groups and the city work together they can make a difference."

The ground storage facility is one of 23 anticipated water projects covered in the bond referendum. Other projects include: a five million gallon tank and pump station at U.S. 150 and the Clemmonsville Road; a Clemmons Booster Station; Clearwell Domes for the Thomas Treatment Plant; and numerous water mains, including a 30" main on Hattie Avenue and a 12" one on fourteenth Street.

The utilities commission is asking for \$14 million in general obligation bonds to expand water treatment, storage and distribution facilities within the system.



Last week the first big snow storm hit this area and unfortunately it caught a lot of people off guard. I figured it would snow sooner or later this winter, but I was hoping for much later. I was caught without snow tires or chains, and paid the price for it.

After taking about 15 minutes to clean the snow off my car, I found that I couldn't get out of my drive way. I tried moving forward, putting it in reverse, to no avail. When it finally dawned on me that I was stuck, I trudged through the snow to our friendly neighborhood bus stop.

First I must admit that I'm not a bus rider. In fact the last time I rode the bus in Winston-Salem, the price was 15 cents. Now the fare is 35 cents.

I'm a very impatient person; I don't like waiting for anything or anyone. When I want to go I usually jump in my car and go. I got really upset when I found myself waiting for the bus. I figured with the snow and ice I would have a wait, however I didn't expect my wait to be close to an hour and a half.

Even though I had a long wait, I did see several events that kept me amused. You'll be surprised how funny it seems when other people get stuck in the snow. It's not so funny when it happens to you but when you see other people slipping and sliding it can be funny, or the fact that you are freezing may be adding to your delirium.

One man I saw was particularly amusing. He was trying to drive up the hill when his car got stuck in the snow. After his tires spun a couple of times, he got out and started to push. Evidently, he must have left his car in reverse because the car started to move. As it picked up speed he began to realize what was happening and began running along side of it trying to get back inside. He got back in the car in about the middle of the hill, but his car had lost the momentum and had become stuck again. I guess in frustration and embarrassment, I was laughing so hard I was crying, he backed down the hill and went another way.

By this time the bus came rolling down the hill. After I had gotten on the bus and was about to pull off, I heard the familiar sound of wheels spinning. We were stuck. I took a couple of minutes before we got rolling but I had that uneasy feeling that the man in the runaway car was somewhere laughing at me, now.

Yvette McCullough

## Jobs Scarce For Blacks

**By Yvette McCullough  
Staff Writer**

Blacks in top-level city jobs are so scarce you can count them on your fingers. The quarterly personnel report, recently released by assistant city manager Al Beaty, shows that while the city is making progress in affirmative action, blacks still comprise only six of the forty-five persons in the administrative and official category.

There are now six blacks in the administrative category. They are Beaty; Florence Creque, assistant director, community development operations; Lester Erwin, deputy fire chief; Herman Aldridge, director of the human relations department; Nellie Jones, director of human services; and Walter Farabee, program development coordinator.

During this time period 43 per cent of the employees hired were black. Blacks received 19 per cent of the promotions.

The city of Winston-Salem is under a job freeze and this has been cited as the cause of the scarcity of blacks in some administrative departments. The present job freeze is necessary to save the \$200,000 needed to balance the city budget.

During a job freeze, vacant positions are left unfilled, except for emergency positions. The city also has a goal of 19.1 in every

category by 1980. According to this report they are close to their goal in the professional category, with blacks making up 18.3 per cent of the people employed in this category, and in the technician category in which blacks comprise 17.3 per cent of those employed.

The majority of blacks employed by the city are in service maintenance category with 78.8 per cent of the work force being black.

Alderman Virginia Newell, who has voiced her disapproval of the city's affirmative action policy in the past, said that she was not totally satisfied with the quarterly report.

"It's encouraging (the report), they're moving, they're moving, they're making progress but whether or not they're moving as fast as they can is another story," Newell said.

"The statistics are not reflective of the total population and is not reflective of the qualified blacks in Winston-Salem."

"We need more people in the top group so that they will be role models for our children," Newell continued. "I'm not pleased, but I'm hoping."

Alderman Newell and the other black board members Vivian Burke and Larry Little have expressed dissatisfaction of the city's affirmative action plan in the past.

**ROOTS  
OF BLACK  
Winston-Salem**

**Roaring '20s**

## Self-Service: Save Now, Pay Later

**By John W. Templeton  
Staff Writer**

The pennies per gallon one saves by using self-service gas pumps instead of "full-service" pumps could be adding up into the dollars in car repair down the road, according to an official of the Winston-Salem Auto Club.

Jim Cofer, road service manager for the local AAA affiliate, said many motorists are not getting their oil, air and other items checked often enough to prevent major breakdowns.

"We think it's because of the increase in self-service stations, but we can't prove it," said Cofer. "We're getting too many calls on late-model cars, particularly this 'won't start

business."

"We're having to send trucks into self-service stations to start cars that have stalled there in the station," said Cofer. "That makes the full service guys who do most of our contract work, none too happy."

John Shelton, owner of Shelton's Gulf, said lack of maintenance results in most of the calls his tow truck answers each month.

"The biggest problem is battery failure due to no water," said Shelton. "The other big problem is tire failure. Eighty percent of the time, it's caused by improper inflation. That's a direct result of self-service."

However, their view is not shared by

a mechanic for a local dealer. Danny Harris, shop foreman at Modern Chevrolet, said use of self-service pumps is not making that much of a difference in car maintenance.

"The service stations didn't do that much anyway," said Harris. "All they did was try to sell something."

He said the scheduled maintenance stops required for most new cars are taking the place of regular service station checks.

Given the expected increase in the price of gas, Cofer does not expect a slackening in the use of self-service pumps and stations. "Everybody's pinched for money," he said.

He does see a healthy trend on the part of some motorists to begin changing their own plugs, setting their own points and changing their own oil.

Shelton said that motorists who plan to maintain their cars themselves should continuously monitor oil levels, coolant levels and tire inflation. He said hoses should be checked for cracks and leakage.

Shelton said men have the biggest problem with keeping their cars maintained. "A woman will have her car checked," he said. "A man may not know how to check it himself, but will be too proud or something to have someone check it for him."