

# The Daily Tar Heel

81 Years Of Editorial Freedom

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## Buses to roll Aug. 1 with rented equipment

by Janet Langston  
Staff Writer

Buses will be rolling in Chapel Hill by August 1, even though the town may not receive its own buses until mid-October, promised Town Transportation Director John Pappas in a Wednesday morning press conference.

The Town will either lease or buy used buses for the interim period, said Pappas. Used buses would be more economical, he continued, and would have a good resale value when the Town decided to sell any.

An \$860,480 federal capital grant was recently approved by the Urban Mass Transit Administration (UMTA), allowing Chapel Hill to move ahead in its schedule. The next step is to submit bus specifications to UMTA. When approved, the Town may accept bids for bus contracts.

The present system calls for 17 buses, including 12 for the town, and one for the handicapped. Four 45-passenger buses will serve the campus.

Pappas said that if the order for the 13 buses can be submitted to the Twin Coach manufacturing company by February, the

company promises to deliver those buses by mid-October.

The campus bus order, however, must be filled by a large company. Pappas explained that the fuel shortage made mass transportation more popular, increasing orders for buses. Large manufacturers are especially swamped with orders. Pappas said, so the large buses now have a delivery date of 320 days after being ordered.

Only one company is expected to bid on Chapel Hill's TC-25 (small bus) order, avoiding some delays. The contract bids on the larger buses, however, should have some

competition, said Pappas, forcing the Town to wait for bids the full 45-day period.

Town and University officials began meetings last week to work out a mutually agreeable plan for Town and Gown bus service.

The University is "anxious" for Chapel Hill to begin its system, Pappas said, so UNC can initiate its proposed traffic system. This plan calls for fewer campus parking spaces and a \$60 parking fee per year for the remaining campus spaces.

Although Carrboro voted itself out of the bus system in a referendum last May, Pappas believes the town service as planned should still serve the University.

Past discussions mentioned a University commitment of \$250,000 for the bus system. This would pay for 20,000 bus passes at \$12.50 each, sold at cost to the University community and those buying parking stickers.

Pappas would like to receive comments from citizens on service levels, routes, fares and equipment for the system.

Informal sessions will be held on Saturdays through February from 9:30 a.m. to 12:30 p.m. to discuss the transit system.

To provide the kind of service that Chapel Hill wants, more buses will have to be purchased, Pappas said. The four buses for University use are already insufficient, and if a shuttle system is started, even more buses will be needed.

There is a surplus in this year's budget that Pappas hopes to channel to the bus fund.

A firm price cannot be cited now, Pappas remarked, but the budget estimates have been overshoot by inflation and manufacturing shortages.

Chapel Hill will have no trouble getting all the fuel it needs, Pappas said, as mass transit systems rate top priority for fuel.

There are no price controls to limit the fuel's cost, Pappas said, but he hopes to keep the operating costs of the buses down to 80 cents a mile.

The bus with special equipment for the elderly and handicapped will operate on a call-demand basis, rather than a regular schedule.

## Tax reductions highlight N.C. Assembly opening

by Greg Turosak  
Staff Writer

RALEIGH—The North Carolina General Assembly reconvened at noon here Wednesday, quickly making a tax reduction package the first major issue on the new year's agenda.

Within ten minutes of the opening of the session, the House had decided to put the tax cut on Thursday's agenda for debate and a vote.

The tax reduction package, which includes a state income tax credit to manufacturers, wholesalers and retailers for the inventory tax they pay local governments and a tax break for lower incomes and the elderly, was recommended by the House Finance Committee and is strongly favored by House Speaker Jim Ramsey.

Proponents of the tax reduction measure base their recommendation on the fact that the state budget is expected to show a surplus for the second straight year. This year's surplus will be \$144 million.

The tax cut measure is opposed by Gov. Jim Holshouser, who cites economic uncertainty because of the energy crisis as one reason tax cuts would be risky at this time.

Holshouser will officially address a joint session of the legislature at noon today, during which the 170 legislators will receive copies of the proposed 1974-75 budget, estimated at \$3 billion.

The governor is expected to stress those budgetary items he considers most important and to review some of the past year's issues in his address.

The opening of the 1974 General Assembly marks the first time the state legislature has gone to annual sessions. The 1974 session is, in effect, a carryover of the 1973 session, and many of last year's unresolved issues remain to be decided.

Medical education is likely to be the most controversial issue. The Board of Governors, backed by Gov. Holshouser, has recommended against building a four-year medical school at East Carolina University, while a legislative group, the House Manpower Training and Education Commission, has come out in favor of the ECU Med School.

Other important issues concern reform of North Carolina's capital punishment law, currently the strictest in the nation; no-fault insurance with an end to age and sex discrimination practices; campaign financing reform; land use and prison reform.

## Thoroughfare plan discussed

by David Klinger  
Staff Writer

If town planners had any reason to question local concern over Chapel Hill's transportation and highway needs, their doubts were dispelled Tuesday.

The first in a series of four public forums to discuss the Chapel Hill Thoroughfare Plan drew a capacity crowd to the town Municipal Building. The open meetings are being held by the Chapel Hill Planning Board to test public sentiment for proposed changes in its highway master plan.

The Thoroughfare Plan is a means by which town planners and the North Carolina Department of Transportation can assess current road problems and project what highway needs will be in the future.

Chapel Hill is presently operating under the 1963 Thoroughfare Plan, which was preceded by master-plans in 1959 and 1955.

"These transportation plans are each built upon the former plans. Hopefully we will have our new Thoroughfare Plan by the end of 1974," said Planning Board Chairman Phillip Cooke.

The portion of Tuesday's meeting which drew the greatest public comment was the recommendation by Department of Urban Development director Kurt Jenne that seven proposed street extensions be deleted from consideration in the Thoroughfare Plan.

The majority of citizens present appeared to favor the proposed deletions and suggested approximately eight additional deletions for consideration at the next Forum in February.

Claiborne Jones, UNC vice chancellor of Business and Finance, announced specific opposition by the University administration to the Ridge Road and Boundary Street projects. Extension of Ridge Road would require construction through the recently

completed Boshamer baseball stadium, while the Boundary Street project would destroy a portion of the Battle Park forest.

Jenne listed eight street location policies which he hopes will become a major part of the 1974 Thoroughfare Plan:

- Major thoroughfares should cause the minimum possible disruption in the areas they cross. They should separate incompatible land uses and not split cohesive residential neighborhoods.
- Existing investment in streets and highways shall be used to the maximum extent possible.
- A car intercept strategy combining parking areas and bus service should be developed in the Central Business District-UNC campus area.
- Alternative transportation shall be encouraged.
- Major thoroughfares shall serve major neighborhood centers and be integrated with the intercity movement system.
- The intersection of local streets with major thoroughfares shall be kept to a minimum to

lessen conflicts with entering traffic.

- Thoroughfares shall provide adequate capacity and maximum safety and convenience.

- On all new thoroughfare construction, the shoulder width shall be widened to provide bicycle paths and sidewalks along each side of the right-of-way.

- Two specific street design concepts were introduced by Jenne to acquaint town residents with future Planning Board policy in the location of roads and traffic arteries.

- The street sector concept would attempt to arrange neighborhood streets to radiate outward from the center of developed planning sectors to the major roads circumscribing them.

- A second traffic concept would permit the construction of parking lots along major access routes to Chapel Hill and create a mass transit shuttle system into the central city.

## 'Poor management'

### Committee proposes shutdown of WCAR

by Bob Ripley  
Staff Writer

The Finance Committee of the Campus Governing Council (CGC) will consider a bill Monday that would force WCAR to discontinue operation.

Bill Snodgrass, committee chairman, said the bill will ask the Publications Board to stop the radio station from broadcasting because of poor management. WCAR now has a cash balance of \$193 with which to operate for the rest of the year.

In the Student Government budget, WCAR received \$4,473 from CGC and was to have raised \$6,500 in revenue from advertising. They have not sold any advertising and have spent all but \$193 of the CGC appropriation.

"With little money left, any kind of spending would result in a deficit," Snodgrass said. "Student Government law does not allow any organization to create a deficit. That is why we are asking to freeze what money they have."

John Taylor, business manager of

WCAR, said the station has had technical difficulties and that is the reason they have not sold any air time.

"You can't advertise on a radio station that is not on the air just like you can't sell ads in a paper that doesn't publish," Taylor said.

The station went back on the air Monday after problems with the power supply and control board prevented operation in November and December.

Taylor estimated a revenue from advertising to be \$3,000, \$3,500 short of the projected figure.

"I knew good and well the \$4,473 from CGC wasn't going to be enough. There is just a limited amount of advertising you can sell on a college current carrier station. Last year we got \$9,000 from Student Government," Taylor said.

"We'll survive. I am now organizing my sales staff, and I see no danger of having to go off the air," he said.

Snodgrass said the managers of the station have proved themselves incompetent and should be ordered to halt broadcasting unless they can run the station properly.



Jones soars over Deacs

Carolina's Bobby Jones goes high over defending Wake Forest forward Mike Parrish for two points in the Tar Heels' 95-78 win over the Deacons. Jones led the Heels with 18 points. The win was Carolina's third straight in ACC play. See story on page four.  
(Staff photo by Tom Randolph)

## Campus elections move to Feb. 27

by David Ennis  
Staff Writer

The Campus Governing Council voted unanimously in its Tuesday night meeting to move the date of campuswide elections forward one week to Wednesday, Feb. 27.

The amendment to the elections law was made to avoid any conflicts between spring break and run-off elections. Had elections been held March 6, as elections laws dictated, the earliest possible date for run-offs would have been during spring break, postponing the installation of officers until April 1.

The CGC also voted to approve the appointments of a Supreme Court justice and 12 new members of the Graduate Honor Court.

Robert Hackney, chairman of the Appointment Committee, said Student Body President Ford Runge will hold interviews through Friday to select a nominee for the position of Elections Board chairman.

The resignations of two Council members, Tuck Atkinson and Fred Stern, were given to the council at the meeting. Atkinson and Stern both told the DTH Wednesday that

they resigned for personal reasons.

Larry Meisner, a graduate student in the Planning Department, was switched from the Rules Committee to the Judicial Committee. The move to fill the vacancies on the Judicial Committee left by the resignations of Stern and Atkinson was necessary for the upcoming consideration of the Judicial Reform document.

Judicial Committee Chairman Elliot Stephenson said his committee will meet Sunday and Monday at 7 p.m. to consider judicial reform. These will be open meetings and anyone who wants to propose or oppose changes in the document should attend. Stephenson said.

The council scheduled a special meeting to consider the Judicial Reform document for Thursday, Jan. 24.

Other business included a Finance Committee report that listed a \$2,000 deficit in the Yackery Yack budget. Committee Chairman Bill Snodgrass attributed this to "misunderstandings between the business manager and editor of the Yack."

There is also a \$1,000 deficit left from the fine arts festival three years ago. Snodgrass said that he would investigate the possibility that CGC is not liable for the debt, attributing it to "incompetence on the part of the old student legislature."

Snodgrass reported that WCAR, campus A.M. radio station, has only \$100 in operating funds for the rest of the semester. "They have raised no advertising revenue, and this is their basic problem," Snodgrass said.

The Rules Committee approved the proposals of the Student Academic Reform Committee, which include provisions for a four course-load system.

## Weather

TODAY: Partly cloudy and warm. The high is expected in the lower 70's. The low is expected in the mid-50's. The chance of precipitation is near zero through Sunday. Friday: Variable cloudiness and warm.



While North Carolina basks in the 70-degree sunshine, a group of 37 UNC students are on their way to colder regions.

Part of an exchange program with the University of Toronto, the group left by bus Wednesday for a five-day stay in that city.

The program is part of an annual cultural exchange with the Canadian university and is sponsored by the YM-YWCA. Last semester, the same group of students hosted their friends in Toronto to a week of fun and various activities—including a barbecue dinner in Fuquay-Varina.

The group is scheduled to return next Wednesday from a week to what one participant predicted would be, "a cultural exchange, and a big party too."  
(Staff photo by Gary Loblalco.)