

**Sunny, clear**  
Today will be sunny with a high temperature near 60. The low last night was in the high 20s. The chance of rain is slim today and tomorrow.

# The Daily Tar Heel

Serving the students and the University Community since 1893  
Friday, October 29, 1976, Chapel Hill, North Carolina

**Fall back**  
Sleep an extra hour Sunday morning. Eastern Standard Time returns at 2 a.m. Sunday. Clocks should be turned back one hour. Remember, spring forward, fall back.

Volume No. 84, Issue No. 47

Please call us: 933-0245

## City officials to investigate grievances

by Chip Pearsall  
Staff Writer

A committee of town officials investigating complaints by town bus drivers is expected to report to the town manager by the end of October.

The committee, composed of Assistant Town Manager Gene Shipman, Director of Finance Tony Hooper and Director of Personnel Charlotte Gant, was formed after Transportation Director John Pappas reported to Town Manager Kurt Jenne that there were a number of complaints within the Transportation Department that could not be resolved.

Shipman said Tuesday that Jenne had told the Board of Aldermen that he had appointed the committee. He said he expects Jenne to submit the committee's findings to the board during an executive session in November.

Executive sessions of the board can be closed to the public if they involve personnel matters.

Shipman said that all employees of the Transportation Department had been interviewed by the committee, but he declined to comment on the content of the interviews, saying he did not want to prejudice the committee report before it was submitted to the town manager.

According to two bus drivers, dissatisfaction exists among some transportation department employees concerning department policies and management of the bus system.

A grievance procedure is available to all city employees who have complaints, but the drivers said the procedure is not responsive and that each stage of appeal simply upholds previous decisions.

"There is a lot of mistrust between management and the drivers," a driver said. "Morale is very low in the department right now."

Acting Transportation Department Director John Bartosiewicz said Wednesday that he was not convinced that the drivers were following the appropriate grievance procedures.

"I don't think the grievance procedure is being used by employees with complaints," he said. "In the three weeks I've been acting director, there have been no complaints appealed to me."

He added that he is disturbed that some employees do not trust the Transportation Department officials enough to approach them with problems.

"I think the department is responsive to its employees if the proper channels are followed," he said.

The bus drivers interviewed asked not to be identified. Transportation Department regulations do not forbid drivers to talk to the public about their jobs unless the conversation creates a safety hazard during bus operation, according to Bartosiewicz.

Although the drivers were not on the job at the time of the interview, they said they felt their jobs might be jeopardized if they were identified.

The drivers said they were satisfied with the interviews made by the town committee.

The drivers said they were told the interviews would be confidential. However, some drivers made tape recordings of their interviews so that, in the words of one driver, "what we said couldn't be distorted and used against us later if the interviews were given to certain members of the department."



A committee of town officials is investigating grievances by some town transportation employees.

## Carrboro mayor lifts all water restrictions

by Toni Gilbert  
Staff Writer

Carrboro Mayor Ruth West, acting on a recommendation by the Carrboro Board of Aldermen, signed a proclamation at noon Thursday lifting all water restrictions on the town. However, West urged Carrboro residents to continue voluntary water conservation efforts.

The board voted 5 to 1 to lift the restrictions after they received a letter from Grey Culbreth, director of University Utilities, asking that car washes be exempted from the original restrictions because their businesses were suffering financially.

West could not be reached for comment on the decision.

"I was amazed, flabbergasted by the board's action. It was completely unexpected," Culbreth said.

Culbreth pointed out that the water level of University Lake is the same as it was on Aug. 18 when the restrictions on water use were initiated.

Culbreth said that he has no plans to discuss the matter with West. "I am leaving it up to the chancellor's office to do what it can to get the Carrboro board to reconsider its decision."

Claiborne Jones, UNC vice chancellor for business and finance said, "I was very much surprised and feel this may be widely interpreted by the citizens of Carrboro as an action that has not taken into full account the welfare of the community."

"With the state of the water affair, as I now see it, this action risks being premature. I am sorry that the board felt this action had to be taken," Jones said.

He added that he has no immediate plans to talk with West or the members of the board, unless the water situation worsens.

Chapel Hill Mayor James C. Wallace said he regretted the Carrboro board's decision. "The water crisis is far from being over. We are encouraging people to redouble their conservation efforts because water consumption each day is creeping upward."

He added that the town is no better off than it was when the restrictions were first

enacted. He also said that Carrboro's decision might be misinterpreted by the Durham officials who have been supplying University Lake with water.

"We must continue to show Durham that we are doing everything to conserve water and that we appreciate what they're doing." He said that he has no plans to lift Chapel Hill's water restrictions or to make any recommendation concerning the restrictions to the Chapel Hill Board of Aldermen.

Carrboro Alderman Ernie Patterson, in explaining the decision, said the board believed it was unfair to make an exception for car washes when restrictions remained

for other persons and businesses; so it decided to lift all water bans.

John Boone, another alderman who voted for lifting water restrictions, said, "We got a letter from Mr. Culbreth to lift the restrictions on car washes, but we felt if we had that much water, we could go ahead and lift all the restrictions."

Braxton Foushee, the only alderman who voted against lifting the water restrictions, said that after the board adopted its recommendation, he requested that the original ordinance be readopted, exempting car washes.

The motion failed to pass by a 4 to 2 vote.

## Boycotters have 'no basis'; law requires treechopping

by Charlene Havnaer  
Staff Writer

Representatives of the Western Sizzlin' Steakhouse said Thursday that town residents planning to boycott the restaurant for cutting down three 100-year-old trees have no basis for the boycott because the trees were cut down to comply with a town ordinance.

Jim Henderson, leasor and general contractor of the restaurant under construction at 324 W. Rosemary St., said the trees were cut to build a sidewalk required by the town.

"There is a city ordinance which requires that a five-foot sidewalk accompany any new construction in the central business district where we are located. We had to cut the trees down to build the sidewalk," Henderson said.

Controversy surrounding the removal of the trees began this summer when area residents became concerned over the aesthetic value of the old trees and land on which the steak house would be built.

Initially, the blame for cutting the timber was placed on the builders. When the

provisions of the ordinance became known, blame shifted to the town.

According to area resident, John Howell, the blame belongs to both groups. He said the contractor had the means to avoid building the sidewalk and the town could have prevented the tree-cutting beforehand.

Residents planning to boycott the steak house when it opens next month maintain that there will not be enough protection for the noise and traffic it will attract.

Henderson said he has made special provisions to screen the steak house from the surrounding private homes.

"I am spending about three times as much money as I would normally have to to screen the sight of the restaurant from area residents. We are replacing trees in the area from where we took them, and we are surrounding the perimeter of the lot with hedges," he said.

Robert J. Page, Henderson's attorney, said he sees no reason for the boycott.

"There are certain things the town requires builders in the central business district to do, and we had to comply with them. I think there are some other things that need picketing in Chapel Hill other than this, better things to devote energy to," he said.

## Tour de Chapel Hill? Local cyclists seek to raise interest

by Tony Gunn  
Staff Writer

*Sports Illustrated* called it a sport requiring as much concentration as chess.

A member of the sport's board of directors called it the sport in which "the most finely conditioned athletes in the sports field" compete.

Yet it does not look that difficult. All that's necessary, it seems, is moving the feet and maintaining balance.

The sport of competition cycling is not that simple, however. "It's a marathon sport, requiring endurance," said William C. Crawford, a member of the board of directors of the U.S. Cycling Federation and a UNC graduate student in social work. His wife is the federation's state representative.

The racing season begins on St. Patrick's Day Saturday with the "Tour of Tybee Beach," in Savannah Beach, Ga. Races continue through mid-October. During the off-season, Crawford said low pressure, club races are run.

"Our people travel all over the country riding in road races," Crawford said. About 40 races are held in North Carolina each year.

To train for these events, the racers ride between 50

and 60 miles a day, or 300 to 400 miles a week.

"The training concentration is incredible," Crawford said. "It is impossible for the racers to smoke or drink during the season. If they do, they pay the price in hurting during the race."

Many cyclists are turned on to natural and health foods, Crawford said. "Some won't even eat meat at all—they're vegetarians."

"They sleep 10 to 11 hours a night, and they almost have to."

Many of the races, Crawford said, are stage races, similar to the famous *Tour de France* in Europe. "It's a series of races, with the time kept. They race every day for three weeks, resting about one day." The winner is the one who has the least time for the 3,600-mile race. There are six racing clubs in the state, Crawford said. One of those, the Hearts Racing Club, has 45 racers in North and South Carolina and Virginia.

"Hearts was started four years ago by Bob Anderson, a UNC varsity soccer player and now a graduate student in geography specializing in cartography," Crawford said. "He picked the name 'Hearts' because it was the name of a powerful soccer team in Spain."

Ages of the cyclists, Crawford said, range from 13 to 55. "All ride competitively," he added.

"Hearts is trying to build a tradition of working together as a team. A lot of camaraderie exists. The guys and girls help each other in the race in tactics and teamwork."

"The winner is not always the best rider," Crawford continued. Sometimes teammates sacrifice themselves. They draft, like a stock car, to protect the rider behind them and act as a windshield. This allows the other rider to break away and sprint at the end.

"In Hearts, they divide up their prizes—such as a savings bond or merchandise—and share them with the guys who helped them win."

Cycling for competition can be expensive. A cheap, lightweight 10-speed bike—averaging about 22 lbs.—can cost \$700, Crawford said, and it can easily be as expensive as \$1,500. High quality rubber tires can cost \$30 apiece.

"Sponsors help defray the costs of competing," Crawford explained. They provide some money for gas, food, lodging and equipment.

Hearts is sponsored by the Clean Machine cycle shop in Carrboro and Almond Bros. Poultry in Albemarle. Tumbleweed Cyclery also sponsors a team, Tumbleweed.

Bill Humphreys is the rider-coach of the Hearts. He

has quite a record for a man 33-years-old. He is the state senior (18-40) road champion, breaking away and riding the last 15 or 20 miles of the 102-mile race by himself. The race was held in June outside Chapel Hill. He finished 30th out of 165 starters in the national road race in September in Louisville, Ky.

"He rode extremely aggressively in the 114-mile race," Crawford said. "He was in a breakaway for 80 or 90 miles. He sets a good example to younger riders of how to ride aggressively."

Humphreys was also the United States representative in the 1973 championships in San Sebastian, Spain, and he participated for two consecutive years in the Tour of Ireland, an eight-day race of over 1,000 miles.

Rita Sigmon, a junior high school science teacher from Maiden, finished 22nd out of 100 competitors in the women's national road race. "With a broken collarbone," Crawford added.

Hearts also had three juniors (15-17) in the national competition: Ron Hinson, the N.C. junior road champion, and Randy Parker, both of Raleigh, and Boyd Fasick, a 1976 graduate of Chapel Hill High School.

## Bonds: Chamber of Commerce backs referenda

by Chip Pearsall  
and Elliott Potter  
Staff Writers

The Chapel Hill-Carrboro Chamber of Commerce has endorsed all seven bond referenda to be voted on by Chapel Hill citizens on Nov. 2 but expressed reservations about proposals regarding bikeways and recreation.

A task force of seven separate committees was set up by the Chamber of Commerce to study the bond proposals and make recommendations. The committee findings were submitted to the Board of Directors of the Chamber of Commerce, whose endorsement was released to local media on Oct. 26.

A short summary of each bond referendum and the Chamber of Commerce's recommendations follows:

- Streets and sidewalks—\$1.75 million—This bond would pay capital costs for construction and improvement of the town's streets and sidewalks and would also provide funds for the construction of bike paths in Chapel Hill. The chamber endorsed the bond but with a notable reservation concerning the construction of bike paths.

The chamber's report pointed out that the bond issue does not insure that the bikeways will be built with the funds approved in the referendum. The chamber suggested that if bike paths are not going to be built with the funds then the voters should be informed before Nov. 2.

The proposed bike paths are being used as a major selling point for the streets, sidewalks and bikeways bond issue to UNC students.

Alderman Shirley Marshall said Tuesday that she understood construction of at least some bike paths will begin with the approved bond funds. She said street and sidewalk improvements will receive priority within the bond issue because they answer urgent needs for public safety that exist in Chapel Hill. "Bike paths are a luxury," Marshall said.

- Recreation—\$2.65 million—This issue will provide funds to pay the costs of providing and improving recreation facilities. The

chamber's Board of Directors voted unanimously to endorse the issue but disagreed with some of the priorities set for spending the bond funds.

The chamber's report pointed out that while Chapel Hill has eight more tennis courts than the national average for towns its size, it has 63 fewer outdoor basketball courts than the national average.

- Public Works Buildings—\$600,000—The chamber endorsed this bond issue, which will help pay the capital costs of construction, improvement and relocation of public works buildings and facilities.

- Sewer—\$3.62 million—If approved, this bond proposal will provide back-up insurance for Chapel Hill in case the sewer system provided by the Orange Water and Sewer Authority is unsuccessful.

The Chamber's report stated that Town Manager Kurt Jenne said "There is one chance in a million that these sewer bonds will ever be used." The chamber endorsed the bond issue.

- Land acquisition—\$300,000—The Chamber of Commerce supported this bond to give the town the authority to fund purchases of land to fulfill corporate needs.

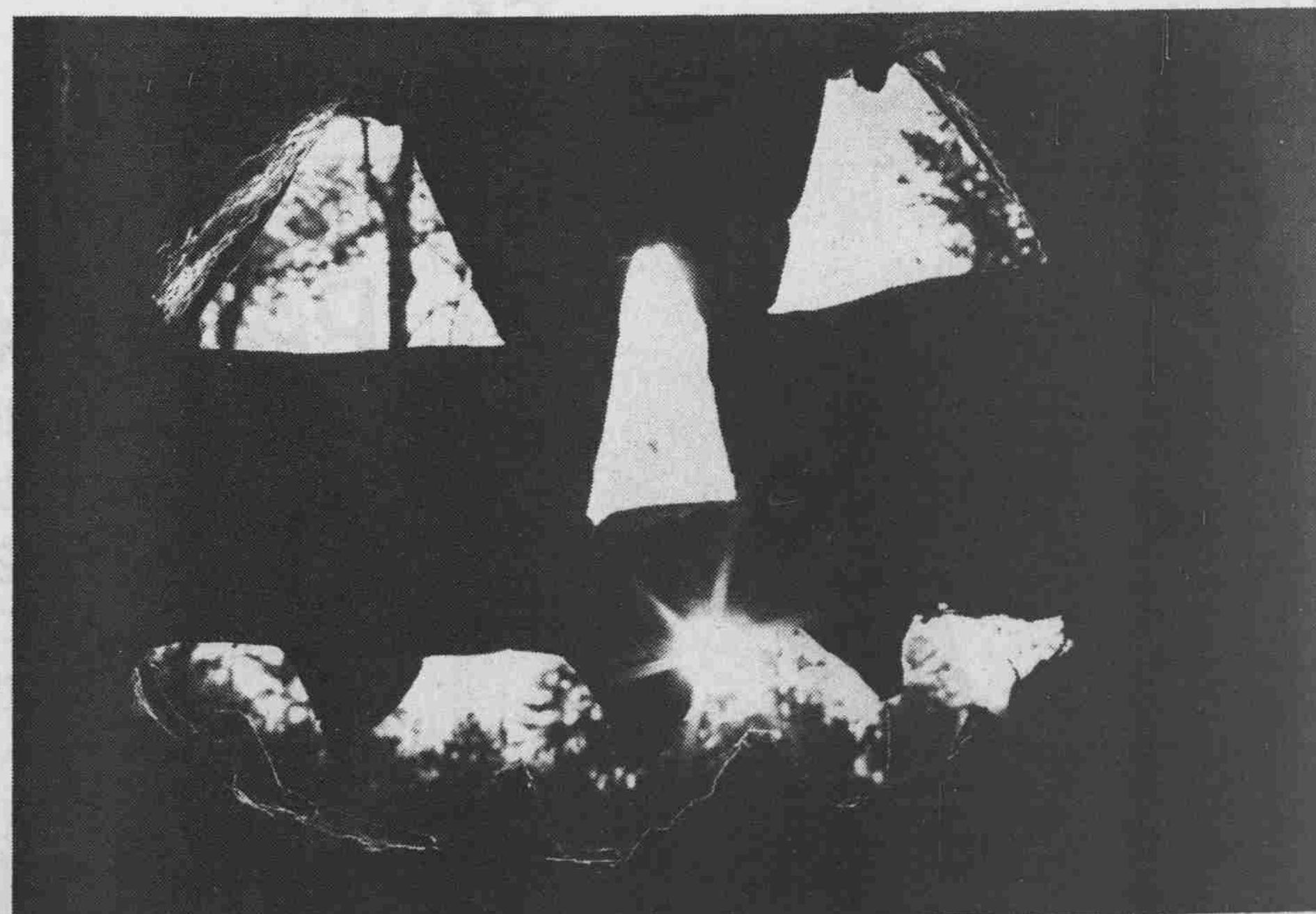
In the report, the chamber urged the town to purchase the downtown post office building immediately.

- Police and court facilities—\$1.4 million—The proposal will provide funds for renovation and reconstruction of the Chapel Hill police and courtroom facilities at the corner of Columbia and Rosemary streets.

The Chamber of Commerce unanimously supported the proposal but said that research should be done concerning long range plans for a new building as opposed to improvements on the existing facility because parking and access have been problems at the site now used.

- Fire protection—\$150,000—Funds involved with this proposal will be available for a training center for a new fire station.

The Chamber of Commerce unanimously supported this item, recommending that the town reapproach the University for funding aid, since most high rise buildings in Chapel Hill are located on the UNC campus.



Staff photo by Charles Hardy

## Halloween

Jack-o-lantern's sunny grin lacks the menace traditionally associated with Halloween and all of the ghoulies and ghosties and long-legged

beasties and things that go bump in the night. The Hallowed Evening, Oct. 31, falls on Sunday this year.