

Grocery cart loss serious for shops

BY JENNI BURROWS

They're great for holding laundry. Around the yard, they can carry sprinklers, hoses and grass clippings. Mechanics may find them useful for holding spare parts. Kids can keep their toys in them.

The sturdy contraptions are wonderful for holding just about anything you care to load them with.

Especially groceries.

For some Lincoln grocers, grocery cart loss is a serious problem. "People find all kinds of uses for them," said Roger Nelson, manager of Hinky Dinky at 2535 O St. Nelson said that the year before he became manager at the store, the store lost 125 carts. About twice a week, Nelson drives around the streets near the store to look for carts. He said he finds 20 to 30 carts during each search and estimated that he recovers 90 percent of the missing carts.

During the Fourth of July holiday, the store lost about 35 carts, Nelson said.

"Hinky Dinky doesn't sell carts to individuals," Nelson said, so he knows that any stray carts belong in the store. "People usually let me take them back."

Nelson said that sometimes he picks up carts at the Peoples City Mission. "Bums try to sell them for scrap metal," he said. "Kids will find lost carts and use the wheels for go-carts, then I find the carts with the wheels missing."

Nelson said that he recovered five carts from University of Nebraska-Lincoln dormitories last year. Students at the dorms use the carts when they move in and out of the dormitories, he said.

Randy Wiese, assistant manager at Hinky Dinky, 2145 S. 17th St., said that his store loses five to 10 grocery carts each month. He estimated that each cart is worth \$125.

"People like to use them for wheelbarrows. Some just take their groceries home in them but don't return the cart," Wiese said.

Nelson said that sometimes his store's customers who are on foot will cart their groceries home, then leave the carts in their front yards, knowing that someone from the store will eventually come to pick up the carts.

Some Lincoln grocers avoid the loss of carts by providing carry-out service for customers. Richard Malousek, manager of Russ's B & R IGA, 66th and O Streets, said his store employs about 30 people who perform this service.

"I haven't noticed a loss in three years," he said.

Malousek said the carts used to transport groceries from store to car are not the same as those used by shoppers.

Although his store has no problem with cart loss, Maynard Brummer, owner of Mr.

B's IGA, 48th and Van Dorn Streets, said he knows that people like the carts for uses other than grocery shopping. "Paperboys use them, people use them for laundry, but I don't think anyone steals them for profit. People just use them for other purposes."

Brummer said his store always carries out groceries for customers. "The stores with losses are the ones who let people carry groceries to their cars in carts," he said. He said that his carts never leave the store. "We're on a hill, and if we let them go out the door, they'd take off," he said.

Nelson said that Hinky Dinky allows customers to cart their groceries to their cars, but that "it is virtually impossible to watch everyone who takes a cart out of the store."

If you find a shopping cart, call the store it belongs to and the store will send someone to rescue it. Be warned: according to Lincoln Police Department Lt. William Satterwaite, stealing or possessing a grocery cart is a misdemeanor.

Auto inspection rolls to stop

BY MIKE KLUSAW

The motor vehicle inspection program which started 13 years ago came to an end Wednesday.

The inspection program actually ended in 1981 when the legislature repealed the law. The state Supreme Court gave the final blow this May when it ruled that parts of the law were unconstitutional.

According to Col. Elmer Kohmetscher of the Nebraska State Patrol, no law exists now that requires motorists to have proper tire tread depth, windshield conditions and suspension system.

Laws covering brakes, headlights, turn signals and muffler and exhaust systems still exist, Kohmetscher said.

Even though these laws do exist, he said he expects an increase in violations.

Some people will not accept the responsibility of fixing the violations unless it's forced

upon them, Kohmetscher said.

State patrol statistics show that 40,939 motorists received warnings and 166,933 motorists received tickets for violations, including not having licenses and car registrations.

When the Supreme Court struck down the law, the state patrol decided not to take any more action on the law, Kohmetscher said.

The state patrol will continue to do spot checks on brakes, mirrors, and other items still under law, he said.

State patrolmen will try to keep track of the number of accidents caused by violations, but it will be difficult to keep accurate statistics, Kohmetscher said.

A study done by Sen. Tom Vicks showed that other states have eliminated similar inspection laws and have had no increase in accidents, said Lynn Jorgenson, an administrative assistant for Vicks.

Loss of federal money crimps city bus system

BY MARK KRIEGER

While coping with increased ridership and operating costs there's not much room for budget cutting, but the Lincoln Transportation System is faced with both situations.

By directive of President Ronald Reagan, LTS stands to lose \$300,000 in federal money over the next two years.

"We've hired a consultant to look at our operation," said Richard Rohde, general manager for LTS. "But it's a good system, you can't tamper with it too much."

LTS already has taken steps to deal with the budgets cuts by eliminating night service and renegotiating its service contract with its employees.

There are no plans to seriously change the

amount of service available to the 10,000 people who ride the buses daily.

There are several reasons that LTS will be able to continue serving Lincolinites with the same amount of service.

"The word is that the City Council wants to keep the service, so they will pick up pretty much where the feds leave off," Rohde said.

Rohde said that the directive of the president was never put in a bill and sent through Congress but there are several bills in Congress now that would continue financing public transit at the current level.

"The feeling is that nothing will be done to cut funding in an election year," said Rohde. "That would be a nice present."

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Weight room makes best become better

BY PAT MASTERS

At Nebraska the best just get better.

University of Nebraska-Lincoln strength coach Boyd Epley referred to athletes who enter the weight conditioning program he started in 1970.

"Anyone can make an average athlete better, but at Nebraska we enjoy seeing a great athlete having a higher level of strength," Epley said.

He said it was a challenge to take outstanding athletes like Rich Glover, Dave Rimington and Mike Rozier and still make them better.

Defensive end Jimmy Williams came to Nebraska weighing 180 pounds and he ran the 40 yard dash in only 4.8. He left as a Detroit Lion, weighing 227 pounds and he could run the 40 in 4.34.

The weight room put together under the west stadium compares to no other in the United States, Epley said. Clemson football coach Danny Ford was astonished when he saw it. Clemson has spent over \$220,000 on their strength program, but until last year Nebraska had spent only \$42,000.

\$90,000 donated for weights

Because of Nebraska's reputation in strength training, Epley said he thought the recruits should be more impressed when they visited Nebraska. Epley talked to Athletic Director Bob Devaney who approved of combining the weight rooms under the north and south stadiums into one.

Then Epley asked head football coach Tom Osborne about buying new equipment. Osborne contacted a grain dealer in Hastings who donated \$90,000 which the university used to buy 20 circuit stations and 20,000 pounds of iron from AMF for heavy duty weightlifting.

Nebraska is so established in the field of weight training that AMF came here for advice about building the stations and benches. AMF sold the university the equipment at only the cost it took them to build it. Nobody else could buy it that cheap, Epley said.

Nebraska has two separate areas for circuit training and heavy weightlifting under the west stadium and seven different weightlifting areas on campus.

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Two city unions sign contracts

BY JIM ANDERSON

Two Lincoln city employees Unions recently signed new contracts with the city, said Dana Roper, assistant city attorney.

Roper, who did the city's bargaining in the contract negotiations, said the local Amalgamated Transit Workers Union, representing Lincoln Transportation System employees, and city employees represented by the National Association of Government Employees (NAGE) signed new wage and benefit contracts earlier this month.

Roper said the Fraternal Order of Police, representing Lincoln Police and Lancaster County Sheriff's Department employees and the International Order of Firefighters have yet to reach an agreement with the city. Negotiations with the city employees were to have concluded June 14.

Roper, obeying established rules for the negotiations, refused to comment on how negotiations are going with the remaining two unions.

Transit workers, Roper said, were given a 5.5 percent wage increase, an increased tool allowance, which affects about 11 mechanics, he said; and were allowed to keep dental insurance as part of their insurance package.

The city, on the other hand, can now use part-time bus drivers on some regular bus routes.

NAGE was given a 4.9 percent wage increase. This is the first contract negotiated with NAGE, which represents city laborers, labor supervisors and tradesmen. In addition to the wage increase, NAGE acquired a contractual procedure for settling grievances.