



5-Year Man on Campus With Ellison Clary

Death Trap Has Given Some Students A Sample

Jimmy Price is one of several students here who have experienced a mild sampling of the tragedy which the local death trap is capable of meting out. The trap nicked him just a little less than two years ago.

As most students here know, the death trap is the intersection at the university's main entrance where Highway 49 and Suther Road cross. There is no traffic signal at the intersection although the volume of vehicles which pass through it at least five days a week and sometimes more would seem to warrant one.

Jimmy Price thinks a traffic signal is a must there and he's had first hand experience.

"I'll always say that intersection is a farce," Price, a senior English major and a member of students "Who's Who", quickly replied when asked to recount his accident there.

At the time, Price had been driving to campus by way of Old Concord Road, which skirts Newell. Usually he would continue traveling on this road until he could turn left onto Mallard Creek Road, then turn left again on 49 and drive south to the main entrance. By this round-about method, he minimized as much as possible the dangers of the death trap.

Price Changed His Route

But on the morning of his accident, Price changed his route and took Suther Road to the trap's heart. Upon arrival at the intersection from the Suther side, he knew he was at the death trap's most perilous point. And at the most risky time, 8:15.

There were cars backed up as far as he could see on 49, waiting to negotiate a left turn to enter the campus. When a lull in traffic coming from the north on 49 occurred, the driver of the lead car in the turning line motioned for Price to move across in front of him.

Price said he checked the highway in both directions and it appeared safe for him to take advantage of the generous offer. Yet before he could clear even the first lane of 49, his car was smacked by an auto traveling north.

"After I had last checked, this fellow had pulled out of the left turn line to pass those cars on the right," Price said. "He must have been moving pretty fast because he left skid marks on the road about 21 feet long."

Both drivers were lucky to escape injury in the crash, Price said. However, the Volkswagen the other man was driving smashed the rear portion of Price's Corvair and caused \$100 damage to it and \$350 to the Volkswagen.

"The State Patrol investigated the accident and told me the man could lawfully pass on the right at the intersection," Price recalled. "I was charged with failure to yield the right-of-way although I had stopped at the sign on Suther Road and had actually waited about five minutes for a chance to get through," he said. "I still think," continued Price, "if passing on the right there is permitted, the lanes on 49 should be marked to indicate this."

To this day, two years later, they are not. Highway 49 is scheduled to be widened to four lanes between Highway 29 and the university in March of 1968. This will probably create a special left turn lane at the main entrance.

This new lane, plus the widened pavement, will probably be a small boon to students who enter campus from 49 but it will undoubtedly prove to be the ultimate cork in the Suther Road bottleneck. Four lanes of fast-moving vehicles plus a fifth for turners will render access to the main entrance from Suther virtually impossible during peak hours.

Barricade Suther Road?

Indeed, if a traffic signal is not provided then, the mouth of Suther might just as well be barricaded.

The only people who will really be aided by the proposed work on 49 are the commuters from Harrisburg and Concord who drive south on the highway to work in Charlotte and the people who travel north toward these two smaller cities. Their trip time will be shortened since they won't be caught in the clog of students.

So it doesn't seem that Highway 49 is being designed with students in mind. Quite the contrary is becoming evident.

There are exceptions, of course, to every rule. The lowering of the speed limit on the highway from 60 to 50 mph recently is a case in point.

Evidently highway sign people think students have been traveling too fast on the highway lately. It must be pointed out, however, that rarely during peak hours is it possible to attain a speed of even 50 due to the highway's congested condition.

Furthermore, a question could certainly be raised in regard to the utility of thirteen new speed limit signs, seven on one side and six on the other, in the 1.7-mile section of Highway 49 between Highway 29 and the university entrance. Wouldn't two on each side in this stretch of highway be ample warning of a speed limit change?

And might there be some possible way to designate the money saved on these extra nine signs as the beginnings of a fund for a traffic signal at the death trap?

Jamgotch Blasts Reporting Of His Speech

To the Editor
Carolina Journal

Unhappily, it was difficult to recognize statements attributed to me in the Carolina Journal's rendition of my presentation, "The Russians Are Not Coming" (December 6, 1967). Aside from its startling assault on rudimentary English usage, the article by Mr. Sasser does not represent me

or my ideas on Soviet foreign policy. (It is in this connection clearly unethical to place in quotation marks things which were not said--and which are not true.) If our University newspaper wishes to maintain even a semblance of integrity, it must take care to print only those reports which show respect for written English and an unequivocal relevance to fact. One must always bear in mind that there

Letters To The Editor Students Should Adopt As Project Destruction Of Trap

Editor, The Carolina Journal
Dear Sir:

I read with not a little interest your Ellison Clary column on the Route 49 death trap. I have tried

unsuccessfully for three years to interest the administration in concrete steps to protect your lives. We can not avoid all pain in this life, but, as you have said, we see

this coming.

We could, of course, wait until two or three of you are ground into your steering-wheels and dash-boards, the blue lights flash, the maintenance crew gets its buckets and mops to return the bloody road to respectability.

I wonder in which of my classes the empty seat will appear.

I do not want to hear the empty epitaph: "Well, NOW maybe 'they' will do something."

The student body is not painfully long on projects. I take the liberty to suggest one: to see to it that in spite of general irresponsibility you will not die that way, for so little reason.

(Continued on PAGE 8)

Joseph Slechta

Disagreement With Faculty Entails No Hostility

Carolina Journal
Office of the Editor
UNC-Charlotte

Dear Editor:

In response to Rod Smith's letter-to-the-editor in the November 29, 1967 issue of the Carolina Journal, I would like to point out some parts of the letter that I feel should not go without criticism.

First of all, I did not state that I was tired of buffers; I merely said that I was tired of being buffered. This statement was not intended to be either sarcastic or cynical, nor to advocate the adoption of a laissez-faire administration policy toward the student publications in specific or the student body in general. What the statement did intend to convey was the fact that the Union speaker committee, which I understand also consists of faculty members, has selected

Taylor Misses Purpose OF Editorial

Dear Editor:

The enclosed picture is a good example of a misunderstanding the staff of the "Carolina Journal" has of the work being done on this campus.

First, I would like to suggest that the author of this article revisit the area in question and observe that there are plants present and that they are undergoing a rather common phenomenon called winter dormancy.

Secondly, I would like to suggest that the author revisit the area periodically from April 1 through June 1. This is the period when the real monument to "Miss Cone's dedication to this University" is in full bloom. The stone marker is simply to inform those who appreciate real beauty that this permanent natural art is Miss Cone's lasting tribute.

Further, I would like to suggest that since the newspaper acts as an informant the entire story of why this marker was placed in this particular spot be told. For this information you might contact those parties who were responsible for putting the marking in this area.

Thank You,
Jerry W. Taylor

(Editor's Note: Mr. Taylor has missed the point, we fear, of the picture editorial printed in the Dec. 6 issue on page 7. The plants, to be sure, are a fitting "monument" to Miss Cone's dedication to this institution. The object of the Journal article was to bring it to the attention of those in charge of grounds that the marker too much resembles those found in cemeteries. The staff would like to see a more suitable, attractive plaque to recognize the efforts of Miss Cone on behalf of the University.)

are irreducible responsibilities in exercising freedom of inquiry and information. And editors of student publications are not exempt. Perhaps it is a good thing that the time has finally arrived for the Journal's editorial staff to pull in its lines realistically in order to avoid the pitfalls of egregiously flabby and irresponsible reporting. Nish Jamgotch, Jr.
Political Science

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