



## On Making Problem Worse

We want to commend Gov. Jim Martin and the legislature for resisting the move to take North Carolina out of the southeastern toxic waste treatment compact for no better reason than that our state has been designated as the most suitable site for the first facility.

After all, some state other than South Carolina had to be picked for the first low-level waste treatment project. South Carolina was, by mutual agreement, exempt from selection because it has for years operated such a facility at Barnwell. Because an independent study pointed to North Carolina as the most suitable site for the first facility, a bill was introduced during the short session of the legislature to take this state out of the compact.

Rep. George Miller's committee failed to act on the bill, which died as a result. But then the governor, without having to do so, said he felt the state should remain in the compact.

It was the second time in recent months the governor had taken what could prove to be an unpopular position. Only a few weeks ago he said he felt the Shearon Harris nuclear generating station south of Raleigh in Wake County ought to be permitted to go into operation.

North Carolina is a large generator of toxic waste of various sorts. To begin with, we are generating large amounts of high-level radioactive waste at nuclear stations already in operation. This is being stored at the nuclear stations until the federal government can develop additional storage facilities.

At the same time, these nuclear utilities as well as hospitals and research centers are generating a large amount of low-level waste, which, up to now, we have been able to ship to South Carolina for disposal. But South Carolina has said enough. It feels it has pulled its share of the load. That's why the southeastern compact was formed, the eight-state area agreeing they would handle their own waste, but would not take any from outside their area.

We believe too much is being made of the hazards involved in the operation of these facilities. Every time somebody proposes to develop a toxic waste treatment plant in North Carolina, the community suggested as a site rises up in arms. Not all of this waste

Continued On Page 4

## Funds Make Town Survey Possible

The General Assembly recently enacted legislation that will allow the completion of a historic architectural survey of Edenton and Chowan County. The county portion of the survey is completed and funds will now be made available by the state to complete the town portion.

A recent letter from Rep. Charles D. Evans to Jack McM. Pruden, Chairman of the Edenton Historical Commission announced the grant. Evans shepherded the commission's request through the legislature.

Evans' letter stated, "I am pleased to inform you that I was able to get \$15,000 appropriated to the Edenton Historical Commission for the Chowan County architectural survey. This appropriation does not require matching local funds, and will be available to the Commission when it is requested by them from the Department of Cultural Resources."

Brad Baker, a recent graduate of the University of Virginia in architectural history, has been conducting the study.

An appropriation request to provide a full-time development officer for Historic Albemarle Tours, Inc. failed to get legislative approval.

## New Bridge Showing Progress

By JACK GROVE

Visible progress is being made on the longest bridge in North Carolina, the new Albemarle Sound Bridge. Only superlatives can tell the story of this mammoth \$22 million project.

Work on the bridge began last summer by a joint venture of two companies, Cianbro Corp. of Pittsfield, Maine and Williams Brothers of Houston Texas. The engineering company of Figg and Muller has been retained by the state for technical services such as design and job site inspections.

A drive by the huge casting yard on the Base Road reveals a portion of the progress being made. The yard, established last August, builds pre-cast cement structures for the bridge. These "building blocks" are then assembled at the bridge site to form the finished product. Mark Heim, project engineer said, As far as we know, there hasn't been one built like this in North America." Concrete bridges are normally poured at the site of the bridge.

Three of the principal bridge members being constructed at the casting yard are pilings, box girders and flat slabs. Heim said that two types of structure are being incorporated into the bridge,

a low-level truss utilizing the flat slabs, and the high-level section using box girders.

The low-levels will extend from each shore of the sound to meet the 65 foot high center span which will eliminate a need for a drawbridge for shipping traffic.

Many of the pilings have already been driven into the sound bottom extending from the Chowan County side while no pilings have, as yet, been driven on the eastern shore. Another engineer, Marcia Meekins, said that the low-level slabs would likely begin to go in place on the pilings around the middle of August.

The diminutive Meekins, a civil engineer, seemed especially dwarfed by cranes and bridge sections as she conducted a tour of the casting yard. She is one of six engineers on the job. A concrete plant has been set up in the middle of the yard and she said that crews "batch" (pour concrete into molds) all day long. The concrete plant is operated by the Lopez-Gloria Concrete Co. from Texas.

Meekins explained that the bridge will have no exterior support of any kind. Instead, steel cables molded into the bridge sections will be pulled together under

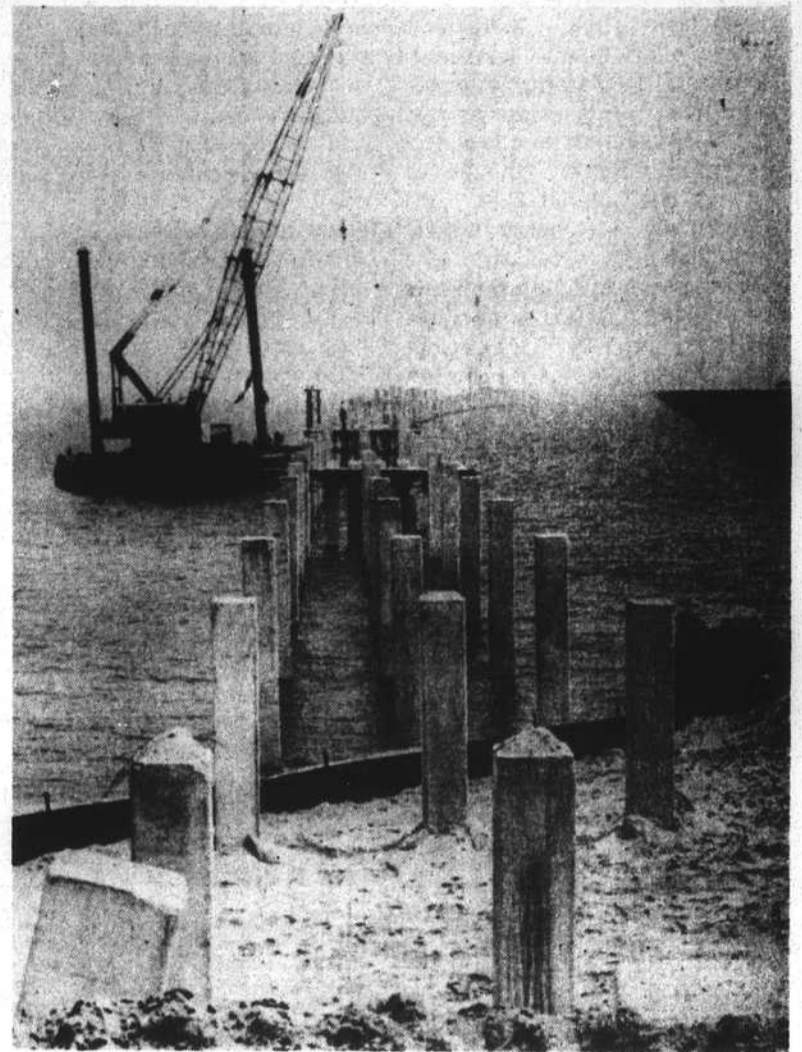
high tension to provide stability. She said that the flat slabs will be pulled together with seven strands of six-tenths inch cable and the box girders will be pulled together with 19 strands of the same size cable.

The casting yard is a huge assembly line for bridge parts. Three to four slabs and one box girder are poured daily. Exact measures are taken to ensure uniformity during the casting of concrete for the parts. "It's the highest quality control you'll ever see," Meekins contended.

She was asked the weight of the trusses. The approximate weight of the slabs is 46 tons and the box girders are some 65 tons.

A specially designed overhead crane was constructed at the yard to move the trusses to the water's edge where they will be loaded on barges for transport to the bridge site. The crane will travel the length of the yard on rails that are 115 feet apart. The designer of the crane is Johan Lotz of Capetown, South Africa.

The three and a half mile bridge is scheduled to open for traffic during the summer of 1988. It replaces the present span which is built on wooden pilings.



**BRIDGE PROGRESS**—Pilings for the new Albemarle Sound Bridge march off into the distance as workmen operate two cranes at the site. Cars pass over the present span at the extreme right. The bridge is scheduled for completion in the summer of 1988.

## Artifacts Displayed During Heritage Week

Pettigrew State Park is planning to display two ancient indian canoes recently recovered from Lake Phelps during Indian Heritage Week, September 13-21.

The dugout canoes have been radiocarbon dated with the aid of grants from North Carolina Power and Carolina Telephone. One canoe's age was listed at approximately 2,720 years old, while the other was determined to be about 2,850 years old.

Local naturalist and Chowan Herald columnist, Paris Trail, has taken an active part in the discovery and recovery of these canoes along with indian projectile points and bits of pottery. Trail terms himself an "amateur archaeologist."

One of the canoes was discovered by Trail, Michael L. Dunn, Eastern District Naturalist with the state and a ranger from Ft. Macon State Park. The canoe was found while looking for indian artifacts in the shallow water near

a shoreline where pottery shards had been found.

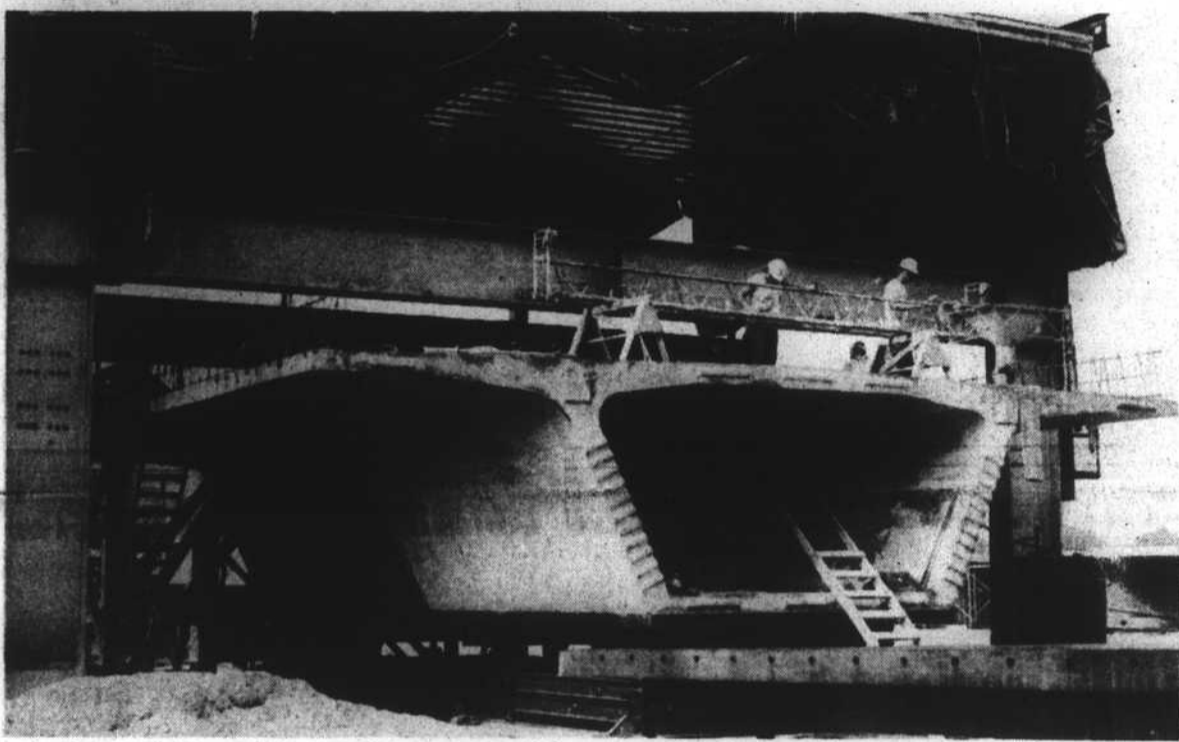
Trail said that the dugout canoe was found with one end barely showing above the sandy bottom in about two feet of water. One side of the craft was visible for about eight feet with the other end buried three feet under the sand.

He said that the three, working together, have made several such discoveries and do not attempt to move the artifacts. The ancient canoes are very fragile. "They snap just like a carrot," Trail said.

Stephen R. Claggett, chief state archaeologist, and an underwater recovery team from Ft. Fisher raised the canoe after having vacuumed sand away from its sides. It was floated on air mattresses to a dock where it was lifted by about 20 volunteers onto a truck.

The dugout is being preserved

Continued On Page 4



**ONE OUT - ONE IN**—Workmen are shown atop one of the 65 ton box girders for the new Albemarle Sound Bridge. A second girder behind has not been freed from its mold. These giant bridge sections are being produced at the casting yard on the Base Road.

## Driving Violations Dominate Calendar

Chowan District Court was in session July 29, the Honorable John T. Chaffin presiding over the criminal calendar.

Doyle Vincent Bennett pleaded guilty to speeding 70 in a 55mph zone. He received a \$35 fine and cost of court.

Donald Perry White pleaded guilty to exceeding a safe speed. He received a \$35 and cost of court.

Ricky Alexander Speller pleaded guilty to driving while his license was revoked, transporting spirituous liquor in other than its original container, and unsafe movement. The cases were consolidated for judgment. He was sentenced to six months, suspended for two years upon payment of a \$300 fine and cost of court. An appeal was noted.

Charles Edward Tynch pleaded guilty to speeding 75 in a 55mph zone. He was sentenced to 30 days, suspended for two years upon payment of a \$75 fine and cost of court. He was ordered not to operate a motor vehicle until licensed. An appeal was noted.

Andra Eugene Green pleaded guilty to obstructing, resisting and delaying an officer, no operator's license, and littering. The cases were consolidated for judgment. He was sentenced to 90 days, suspended for two years upon payment of a \$150 fine and cost of court. He was ordered not to operate a motor vehicle until licensed. An appeal was noted.

Julian Elberry Forehand pleaded guilty to larceny. He was sentenced to 90 days in the N.C. Dept. of Corrections. An appeal

was noted.

Robert Wayne Nixon pleaded guilty to DWI and driving while his license was revoked. A marijuana possession charge was dismissed. He was sentenced to six months with work release recommended on the DWI charge. He was sentenced to six months on the driving while license revoked charge, sentence to run at the expiration of the previous sentence.

Arthur Lee White, Jr. pleaded guilty to driving while his license was revoked and failure to dim lights. He was sentenced to six months, suspended for two years upon payment of a \$210 fine and

cost of court. He was ordered not to operate a motor vehicle until licensed.

Richard E. Preheim pleaded guilty to DWI and was found guilty of DWI, level four. He was sentenced to 90 days, suspended for two years upon payment of a \$125 fine and cost of court. He was ordered not to operate a motor vehicle for 60 days and to perform 48 hours of community service. An appeal was noted.

Erie Lee Jordan pleaded guilty to misdemeanor trespass. He was sentenced to six months, suspended for two years upon payment of a \$210 fine and

Continued On Page 4

## Couple Found Guilty Of Murder

A superior court judge in Asheboro sentenced a couple on July 16 for the murder of a former Edenton man. Thomas Phillip Robey, 35, son of Catherine and Phillip "Phil" Robey who reside on Mexico Road, was killed as he slept in his bed by a shotgun blast on Christmas Day of 1984.

Ellen Robey Barnes was sentenced to 35 years in prison for the slaying of her husband that occurred in their mobile home in the Brookfield Acres subdivision of Asheboro. Her present husband, Richard Dale Barnes, was sentenced to eight years as an accessory after the fact. He was a neighbor at the time of Robey's death.

An eight-woman, four-man Randolph County jury deliberated about an hour and a half before bringing in the guilty verdicts. Ellen Barnes began crying as jurors were polled on their

verdict.

Phillip and Catherine Robey were present for the trial and he cried as the verdict was read. She said they were "very pleased" with the verdict. Pointing out the unanimous decision, Catherine Robey said, "There was no reluctance from jurors."

Ellen Barnes faced a maximum sentence of life in prison while Richard Barnes could have received a ten year sentence. Ellen Barnes' attorney said that under present state law, both could expect to serve about half of their sentences before they would be eligible for parole.

Both defendants filed notice of appeal and appeal bond was denied by Superior Court Judge Richard B. Allsbrook.

Catherine and Phillip Robey have been awarded permanent custody of their granddaughter.

Continued On Page 4



**CANOE FLOATED**—State archaeologists and underwater experts raise an ancient canoe from the bottom of Lake Phelps in Washington County. The canoe was floated on air mattresses last February and transported to a preservation site at Pettigrew State Park. (Photo by Karen Equals of the Roanoke Beacon.)