

THE NEWS - RECORD

New Plans May Kill Approved Highway Projects In Co.

Marshall-Weaverville Project May Be Scrapped

Approximately \$700,000 has been spent on right-of-way acquisition for a four-lane highway from Weaverville to Marshall, but the fate of the long-sought project is now uncertain.

The North Carolina Board of Transportation has in hand a recommendation from a committee of the old State Highway Commission to scuttle the connector and put what's left of the more than \$11.5 million approved for the project into other road-building programs.

At a public hearing on the roadway design in 1971, the Weaverville-Marshall highway received the unanimous endorsement of government and civic leaders from Buncombe and Madison counties. Frank L. Hutchison, 13th Highway division engineer, said that the state has already spent roughly \$700,000 for right-of-way acquisition, out

of an estimated total of a little over \$1 million required to purchase access for the route.

The highway, which has been under discussion for some 25 years, would extend from the interchange of the four-lane Weaverville By-pass at Weaverville to just north of the U. S. 25-70 intersection at Marshall on the Marshall Bypass.

A little more than seven miles of roadway construction is involved, Hutchison said. The project would relocate a portion of U. S. 25-70 in that area.

Hutchison said that in his communications with the Raleigh headquarters of the Department of Transportation (DOT) he has had no indication that the project will be halted.

"In fact, they are proceeding right along with the right of way acquisition," Hutchison said.

R. W. McGowan, assistant chief engineer for preconstruction, said funds for the project, shared on a 50-50 basis by the state and the federal government, were approved some time ago.

When Gov. Jim Holshouser's State Highway Commission was sworn in at the first of this year, all projects approved under the previous Democratic administration were frozen until a study of the entire program was completed.

The 1973 General Assembly abolished the SHC and created a Board of Transportation and a Secondary Roads Council to replace it.

The recommendation to scuttle the Weaverville-Marshall highway project was made by a committee of the Holshouser SHC.

The final decision, however, will rest with the Board of Transportation.



PICTURED ABOVE is the new road being constructed in Hot Springs for a proposed 30,000 square foot industrial plant to be built by the Hot Springs Development Corporation. Officials are building this structure in hopes of attracting some industry to locate there.

Industrial Plant To Be Built In Hot Springs

The Hot Springs Development Corp will begin construction of a 30,000 square-foot industrial plant building this month as a means of attracting new industry, according to Lawrence Ponder, industrial developer for Madison County.

Ponder said the proposed

building will be built on a 20-acre site, which was purchased two months ago by the corporation from Burder Fowler. The site is located within the city limits of Hot Springs on U. S. 25-70.

He said the purchase price of the land was \$40,000 which was raised by selling shares in the corporation. An additional

\$100,000 will be borrowed from Northwestern Bank Co. to finance construction of the structure.

Ponder said the corporation began discussing the idea last May and decided that an industrial building would enhance Hot Springs chances of attracting industry.

NC 213 And Marshall-Spring Creek Projects In Doubt

Recommendations to be placed before Gov. Jim Holshouser's Board of Transportation this Friday for a vote on the proposed seven-year road plan apparently call for deletion of the Mars Hill to Marshall highway project as well as the four-lane road from Weaverville to Marshall.

Rep. Laston B. Ramsey of Marshall obtained a partial list Friday of the construction priorities of the new highway board, and N. C. 213 from Mars Hill to Marshall has also been scratched.

Secretary of Transportation Bruce Lantz declined to release the list to newsmen at the Board of Transportation meeting Thursday.

Ramsey said he learned Friday that 57 of the 98 parcels of property needed for right of way for the U. S. 70 project — the four-lane route from the Weaverville By-pass to the Marshall By-pass, had been acquired as of Oct. 1.

And 66 of the 92 pieces of property needed for construction of the new route for N. C. 213 from Mars Hill to Marshall had been bought by that date, he said.

Other roads on the list include Highway 110 in Haywood County from Canton

to near Bethel School, which has been given the green light; and a two-mile extension of N. C. 209 near Crabtree School which has been scratched, Ramsey said.

But he said the road from Hot Springs to Tennessee approved by the Scott administration along with a road from near Marshall to Spring Creek and the Marshall Bypass to Laurel River have been scratched.

The recommendations were put together by a four-member subcommittee and will go before the full 12-member Board of Transportation for a decision at a special meeting this Friday.

The board is made up of 10 members appointed by Holshouser and two from the General Assembly. The members for the Legislature are Democrats.

"I am happy to hear of the proposal to retain Highway 110 in Haywood County, but I am extremely disappointed that this administration has seen fit not to recommend the completion of the new U.S. 70 improvement to Marshall from Buncombe County through the center of Madison County; the road from Marshall to Spring Creek; the road from Marshall to Mars

Hill and extension of 209 in Haywood County. All of these roads are desperately needed," Ramsey said.

"It is obvious that the Republican administration plans to spend the majority of the highway funds in the large, urban counties and within the larger cities of the state," Ramsey said.

"I along with several other Madison County people, have worked for several years trying to get decent highways in Madison County. We made great progress during the immediate past Democratic administration, and I am at a loss to understand why the present Republican administration, after having taken several hundred thousand dollars in secondary road funds away from the people of Madison and Haywood Counties last winter, would follow that up by blocking construction on several major roads within these counties," Ramsey said.

And he said that the majority of the proposed U.S. 70 improvement to Marshall would be in Buncombe County, the home of Dr. Wayne Montgomery, member of the Board of Transportation, from Asheville.

Secondary Road Priorities Now Under New Formulas

RALEIGH — A new rating sheet to establish secondary road priorities for paving has been issued by the N. C. Division of Highways and places more emphasis of traffic counts and value in county thoroughfare planning than did former rating formulas.

Cecil Budd, chairman of the new Secondary Roads Council, said that the new system will be used in setting up secondary pavings and improvement programs in the state's counties during this

fiscal year. A new state law requires the Secondary Road Council to consult with each board of county commissioners when a county's yearly program is formulated.

The new rating sheets give less impact to the number of houses on a road and more to how much the road is used, although such things as home, school, churches and industries still figure materially in setting priorities.

However, traffic counts on dead end roads are divided in half under the new system,

which will reduce the standing of non-connecting roads under the new system.

Much stress in the new rating system is also given as to how a road which is proposed to be paved fits into the overall county thoroughfare plan. Highway officials believe this will be conducive to a more orderly system of developing a county's road system.

Copies of the new rating sheets have been distributed to counties throughout the state. Jack Murdock, state secondary roads officer, said.

After priority figures have been established, then members of the council will discuss secondary road paving plans with the boards of commissioners within their areas before a schedule is adopted.

Judicial Bar Meets At Bald Mountain

The annual meeting of the Twenty Fourth Judicial District Bar Association was held at the Wolf Laurel Restaurant and Club on Saturday, October 6, 1973. The association consists of members of the bar from Avery, Madison, Mitchell, Yancey and Watauga Counties.

The Madison County Bar Association was host for the meeting which also included a luncheon. Joseph B. Huff, immediate past president of the association presided over the meeting. District Court Judge Bruce Briggs discussed

the new commitment law regarding incompetents and Frank Watson reported on the activities of the State Bar.

New officers were elected for 1973-74, as follows:

Lloyd Hise, President; John Bingham, Vice-President; Warren Pritchard, Sec-Treas.; Ronald W. Howell of the Madison County Bar was elected to the executive committee.

Participants agreed that the attendance of the meeting exceeded all expectations.

The next annual meeting will be held in Mitchell County.

Hours For License Bureau

Vernon Ramsey, auto license agent here, announced this week that the license counter would be open from 9 a. m. to 5 p. m. on Mondays, Tuesdays, Thursdays and Fridays and from 9 a. m. to 12 noon on Wednesdays and Saturdays.

Pisgah Bears Roll Over Patriots, 40-8

By WAYNE McDEVITT Sports Writer The News-Record

The Pisgah Bears came to Madison County this past Friday to show the Patriots exactly why they have been the "class of the conference" for the past few years. The Bears did not slow down from the opening whistle until the final horn as they went on to hand the Patriots their third loss, 40-8.

One characteristic to look for in a good team is the advantage they take of breaks. Pisgah indeed showed this quality in the early going as the Patriots relinquished the ball on their own 15 yard line. Although it took the Bears six plays to make the impressive Patriot defense yield, there was nevertheless a 6-0 score with only two minutes gone in the initial period. It was obvious from the start that the Patriot offense was not performing as they should. Poor execution and very little "finesse" characterized the

Madison offensive team during the entire evening. Yet, with outstanding defensive play, the initial quarter ended with the Patriots trailing only 6-0.

However, the second period saw the tiring Madison defense stagger somewhat as the Bears added 14 points on a 1-yard burst by Mike Singleton and a 19-yard pass play to Robbie Broyles. The latter TD was followed by a conversion pass from Chuck Stines to John Brown. The Patriot offense again failed to perform adequately, yet there were many defensive thrills by the Madison team as they twice turned the Bears back inside their own 10 yard line. Thus the half ended with the Bears leading 20-0.

Halftime was probably the most enjoyable part of the evening for the Patriot fans as there were brief introductions made of Booster Club officers and of the three "little league" teams which are now playing in our county. Another

enjoyable entity of halftime was the superb performance of the Pisgah High Marching Band. They are indeed an asset to their school, team, and community.

The second half started very much like the first had ended with great defense being the major highlights and the only

Murray Speaks At Chevrolet Meeting

Bruce K. Murray of French Broad Chevrolet Co. Inc. has just returned from Charlotte, where he served as spokesman for this District's fellow Chevrolet dealers at a meeting of the Charlotte Zone Chevrolet Dealer Council.

Mr. Murray was elected to the Council by Chevrolet dealers of his district under a nationwide program which is the country's leading automobile and truck producer pioneered in the industry in 1937. The purpose of the Chevrolet Dealer Council is for Chevrolet and its Dealer Organization to better communicate, and to plan for mutual progress.

The Chevrolet National Dealer Council is organized at district, zone, regional and national levels. Dealers in each of the nearly 500 Chevrolet districts in the United States elect from their group a dealer to represent them at the zone level. These district representatives then meet in a zone location to formulate dealer recommendations which they present to Chevrolet Motor Division Management. Each of the 48 zone councils throughout the country then elects a dealer to represent them and to carry their recommendations forward to a regional council, of which there are nine. At the conclusion of each regional council meeting a dealer is again elected to serve as spokesman.

Mr. Murray has been the Chevrolet dealer in Marshall since 1948.

Patriot bright spot. However, the explosive Bears could not be contained by the tiring defensive unit and in a span of 5 minutes late in the quarter, the Pisgah team added 20 more points to their score. These came on long runs by Dean Simpson and Mike Singleton and on a perfectly executed pass play from Chuck Stines to Singleton. The only profitable conversion came on a pass from Stines to Robbie Broyles. Thus ended the Pisgah Scoring. Indicative of the entire evening, the defensive unit put the only Madison points on the board when the interior lineman forced a fumble and Jimmy Roberts alertly scooped up the ball and scampered 60 yards into the end zone. The conversion was added on a run also by Roberts with only 2 minutes remaining to play. Thus the final score read 40-8 in favor of the visiting Bears.

As aforementioned, the Patriot offense never got rolling and showed very little aggressiveness. Yet, we must realize the superb defense of the Bears. There were also a few injuries to some of the regular offensive standouts which accounted for some new faces in the lineup. Needless to say, these new starters

were somewhat inexperienced. The Madison defense played superbly the entire game. They were forced to play the majority of the game and quite obviously got tired in the latter part of the halves. This accounted for many of the Pisgah points along with their ability to capitalize on mistakes. Had it not been for the defensive unit, the score could have been a far greater deficit. This was indeed one of their better performances. One word of optimism: although this season is far from over, the majority of the starting defensive unit will be returning for the 1974-75 season.

Some unofficial individual statistics which show superb defensive play were as follows:

Ricky Harrell, 5 individual tackles, 8 assists.
Jimmy Roberts, 7 individual tackles, 3 assists, 1 fumble recovery.
Kirk McWilliams, 5 individual tackles, 7 assists, 1 blocked punt.
Troy Reid, 7 individual tackles, 2 assists.
Alan Rice, 5 individual tackles, 4 assists, 1 fumble recovery.
Charles Holt, 6 individual tackles, 3 assists.

J. C. McIntyre, 10 individual tackles, 4 assists.

Boyce Mayhew, 7 individual tackles, 4 assists, 1 fumble recovery.

The Patriots now hold a 4-3 record, quite respectable in anyone's league. The remainder of the schedule (Hendersonville, Reynolds, Swain) is going to be very challenging, however, no one realizes this more than the Patriot players and coaches. Rest assured they will be well prepared and much more competitive. This Friday, the Madison team will travel to Hendersonville, home of another perennial power. The Bearcats will be attempting to bounce back from a 13-10 loss to T. C. Roberson. The encounter begins at 8:00. Let's support the Patriots!

Pisgah - Madison	
First downs	10 3
Rushing yardage	186 116
Passes	11-6-1 24-4-3
Passing yardage	107 33
Punts	3-34 6-32
Fumbles lost	3 2
Yards Penalized	65 84
Return Yardage	79 87

Pisgah	6	14	14	6-40
Madison	9	0	0	8-8
Time of possession:				
Pisgah	29:07			
Madison	30:53			



PICTURED ABOVE are members of the 24th Judicial District Bar Association who met last Saturday at Wolf Laurel. Front Row: Douglas Green, Robert Lacy, Richard Dobbin, Tom Risher, Stacy Eggers, Warren Pritchard and Joseph Huff. Back Row: Phillip Thomas, Kelly Johnson, Charles Egan, Lloyd Hise, Joe Eggers (partially blocked), John Bingham (partially blocked), Mr. Taylor, G. D. Bailey, Judge Bruce B. Briggs, Frank Watson and Ronald W. Howell.



FAMILIAR SCENE in last Friday night's game at Moore Stadium between the Pisgah Bears and the Madison Patriots. Above picture shows Pisgah's strong defensive line stopping a Patriot for no gain. Pisgah won 40-8. (Photo by Paul Keller)