

Restrictions Governing Driveway Entrances From State Highways Explained

Highway Chairman A. H. Graham has called on all property owners who plan to build service stations, drive-ins, motels and other commercial establishments adjoining state highways to first familiarize themselves with the Commission's regulations on driveway entrances to highways.

Graham said some misunderstanding existed in the past and that the property owners were not aware of the Commission's regulations. As a safety measure and to protect the motorist, the Commission adopted in 1948 minimum standards for entrances to highways. The Commission's 20-page booklet, "Minimum Standards for Entrances to Highways" is available upon request to Robert Burch, Traffic Engineer, State Highway Commission, Raleigh, and from any of the Commission's highway offices throughout the State. The booklet clearly sets the Commission's requirements for entrances from service commercial businesses to the highway. Inside the booklet are ten easily-understood sketches showing the proper location of service stations or commercial establishments adjoining a main-line highway.

shall provide same on their premises.

"All entrances and exits shall be so located that vehicles approaching or using them will be able to obtain adequate sight distance in both directions along the highway in order to maneuver safely and without interfering with traffic."

At the same time, Graham said that the Commission's engineers throughout the State were being instructed to watch closely for indications of property-owners building commercial establishments too close to the State's highways. To inconvenience the builder as little as possible, the engineers are striving to contact and acquaint the property-owners with the Commission's specific driveway regulations.

Where gasoline pumps are located immediately adjacent to the highway's right of way line, it is not permissible for the owner to pave a service lane within the right of way and pump gas into cars which are parked in this area. This means that a service station owner must place his pump fully 12 feet back of the highway right of way line if he plans to service cars between his pumps and the highway; nor shall other establishments use the highway right of way for parking vehicles.

Should the property-owner insist on constructing his driveway so that cars will be serviced on the highway's right of way, Graham warned that the owner can be restrained from doing so by court order. The owner will be notified first that he will be restrained and that should he persist in constructing the drive before the restraining order is served, the Commission may then place posts or other obstructions on that part of the driveway which is used for servicing, loading or unloading vehicles on the highway right of way so that it cannot be used.

Graham emphasized that ornamental posts, advertising signs and walls for entrances may not be placed under any condition on the highway right of way.

On the construction or relocation of highway, an adjoining property-owner may erect temporary wire fences to permit his stock to graze provided the fences do not



NEW F.H.A. OFFICERS at Waynesville High School are (front row, left to right): Katie Boyd, vice president, and Louise McBride, program chairman; (rear row) Jeanne Bradley, secretary; Lynda Welch, social chairman, and Gladys Underwood, president. Not present when the picture was taken was Dot Kinsland, treasurer. (Mountaineer Photo).



The world's fastest flier, Lt. Commander James B. Verdin of the U. S. Navy arrived in town, and some of us were invited to the Biltmore Hotel to meet him. He had just come—by plane of course—from California where a few days ago he set a new official speed record by flying 753.4 miles an hour in a plane which is officially called a Douglas F4D Skyray jet interceptor—but looks to me like a big white bat. Regarding looks, Commander Verdin himself, although 35, resembles a youthful, handsome Annapolis cadet. With him were Edward Heinemann who designed the Navy rocket-ship which in 1951 went 1238 miles an hour and as high as 15 miles, and R. P. Kroon, Dutch-born Westinghouse engineer, who designed the fast-flying Skyray which has just set a record. Whew, how fast can we get?

interfere with use of the right of way for highway purposes. To be on the safe side, these temporary fences should be erected not closer than five feet to the outside of construction lines.

Graham concluded: "If you plan to build a service station, a store, a restaurant, a motor court or a private home adjoining a State highway, first see your district engineer to get a driveway permit. Acquaint yourself with the Commission's established driveway regulations. It'll save you a lot of headaches to comply with these regulations from the start."

Talking to Commander Verdin, I learned that he hails from Montana, grew up in Iowa and went to school at the Naval Academy in Maryland. A veteran of the Korean War, he is married and has three children. He developed a love for flying by building toy planes as a child himself. Said he only wore a regular summer flying suit in setting the current record, and though he was comfortable in the air-conditioned Skyray, he felt different than he ever had before.

A model of the plane engine was exhibited and it is a long double-unit cylinder that resembles an old-fashioned horizontal steam boiler. Mr. Heinemann told me he has estimated that at 50 miles up, a pilot has to fly at just the right rate of speed, otherwise if too slow, his plane will shake him to pieces, if too fast, it will immobilize and spin to earth. (P.S. Believe I'll stay on the ground.)

We took our youngsters to see the rodeo at Madison Square Garden—as if they hadn't seen Gene Autry enough on television. But he did appear more real in the arena, and his horse, Champion, almost out-starred Gene. The other cowboys were good but seemed more like Broadway actors in some of their bronc-busting etc. than they did range riders. After the show, we luckily caught Gene Autry as he was leaving, and he autographed a program for our 8-year-old daughter, and overjoyed our 4-year-old cowboy-dressed son by booming, "Well, how are you,

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True or false?

That's a question confronting some folk right now, "ince a sheet of paper was found leaving \$100,000 to "my nephew, John Smith."

The other afternoon, Robert Paul Galloway was arranging a ledge display at the Stovall Five and Ten, when his head hit a piece of the metal ceiling which had become slightly loose. As Galloway pushed up the loose metal, his eye caught the edge of a sheet of paper yellowed with age.

He pulled it out, and his eyes became larger the further he

read. Then he called the owner of the firm, A. D. Harrison, and gave him the newly found sheet of paper, with the following handwritten in ink:

"I do willfully will all that is left of me to my nephew, John Smith. He will inherit \$100,000, and my house and everything which belongs to me.

Signed L. Dalrymple
Signed John Smith
Signed L. E. Blake, lawyer.
Mr. Harrison checked the paper, and came to the conclusion that

someone, perhaps a carpenter or painter, during the construction of the building, wrote the message as a joke and crammed it in the ceiling. The paper did not have a date.

Mr. Harrison would have let the matter drop right there, but the next day, in the obituary column he read of the death of a Mr. Dalrymple, who had some relatives by the name of Smith.

The matter is still open, and the paper is on file at the Stovall Five and Ten. It might be a worthless scrap of paper—or it might be valuable. Who knows?

During the lifetime of President Thomas Jefferson, three other Presidents were frequent guests at Monticello, his home — John Adams, James Madison and James Monroe.

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big boy!"

Into the Persian Room of the Plaza Hotel in one of my rare visits to supper rooms, I happened to sit just behind Conrad Hilton, the owner of this and other hosteries, and learned that he had just sold the Plaza to Boston interests for 15 million dollars, having bought it 10 years ago for 7 1/2 million. I can recall that only a few years ago, he was operator of a small hotel in Texas — now he is the world's biggest inn-tycoon. The floor show consisted of Marge and Gower Champion, personable and pleasing dancers and some rather loud singers and orchestra. Next attraction is to be Celeste Holm, the gal who played a country lass in "Oklahoma" but who is a native New Yorker. I noticed that Ed Seay, genial official of the hotel, had listed on the inside of the menus, the current Broadway shows with curtain time for each, so guests who plan to attend know when to get up and go.

Running out of gasoline at 42nd Street and Madison Avenue, one of the world's busiest corners, is about as exasperating an experience as one can have. Yet that is what a cousin, Mrs. James North, did. She is a new bride and perhaps understandingly was a bit absent-minded in regard to checking the gas gauge. But her new Ford conked out right there in the middle of traffic. A cop yelled at her, people stopped and gawked. Almost in tears, she jumped out and ran inside a store, but even though the AAA number is first in the big Manhattan telephone directory, she didn't see it. So desperately, she phoned her husband, an Army officer stationed here. Coolly, he told her what to do under fire.

Gotham Gatherings: folks here still talk of the grand job done in the World Series by Junior Gilliam, baseball star . . . noticed in a bus a middle-aged man excitedly reading "Robinson Crusoe" . . . Ted Thorne, aviation editor of the New York Times, won a \$20 bet with his wife that he wouldn't wear the tie she knitted showing figures representing him, her, and their children. A sort of "tie that binds" financially as well as affectionately . . . Traffic problems here are nothing new. Just 50 years ago this month, the New York Police Department issued a 4-page pamphlet on regulations for crowded traffic conditions in the streets of the metropolis.



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