

Two Kinstonians Killed Instantly in Truck Tangle Last Friday Afternoon

Mangled Wreckage of 'Hotfoot's' Truck



This picture shows graphically the damage done to the Panel truck being driven by Elisha 'Hotfoot' Lawson last Friday afternoon when it skidded side-

Lenoir County's first twin casualty traffic accident in nearly two years came at about 2:15 Friday afternoon when 29 year old Bobby Lee of 615 Marcella Drive and 40 year old Adolph Dove of 1005 Macon St. were instantly killed in a two-car collision about three miles north of Kinston on the Greenville Highway.

Investigating Officer J. B. Surles has pieced together the available evidence and the testimony of two eye-witnesses to reveal a story of sudden highway death that goes about like this.

Elisha 'Hotfoot' Lawson, well known disc jockey for radio station WELS, was returning to Kinston after a business trip to Ayden. He thought that he was scheduled to be on the air at 2:30, his usual air time.

Riding in the panel truck of Lawson's was Dove, who had merely gone along with 'Hotfoot' for the ride.

The highway was wet and a light rain was falling.

Bobby Lee and Calvin Miller of 206 North Independent Street, both employees of the Claytor Roofing Company, were at this same time headed toward Grifton with Lee doing the driving.

Contentnea Neck Township Constable Mark Waters who was also driving toward Kinston and who was one of the two persons who saw the wreck and lived to tell about it, says that Lawson passed him on the hill headed down from Broadway's Drive-In Theater. Waters, himself not a fast driver, said 'Hotfoot's' panel truck 'was going right fast'.

At the foot of the hill there is a slight curve and the bridge across Stoneyton Creek. Waters says that as Lawson's truck entered that slight curve the rear end began to weave back and forth.

There, the evidence tends to indicate, Lawson made another mistake by hitting his brakes. This threw his truck into a flat, sideways skid, with the right side of the light truck taking the lead down the highway as it went to the tragic climax of this unfortunate affair.

Miller, riding with Lee in the Claytor truck, says that he and Lee saw the truck skidding in their direction. Then Lee applied brakes, with very little effect because of the wet condition of the roadway.

The skidding of Lee's truck gave it a slight turn to the right, and so it appears that this was the situation at the time the two vehicles went together.

Waters says the Lawson truck flew up into the air and he admits that he is not certain just how it all went since it happened so suddenly.

Study of the scant evidence available at the scene of the tragedy tends to support what Waters says, since there is no sign that Lawson's truck skidded at all to where it finally came to rest, across the ditch on the east side of the highway, with

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This shows the badly mangled front end of the truck Bobby Lee was driving last Friday afternoon when it was hit by the skidding truck of Elisha Lawson. Lee was thrown from this truck and partially beneath

it and died instantly from head injuries. Calvin Miller who was riding with Lee was not injured badly enough to require hospitalization. This picture looking in the direction of Grifton reveals that the Lee driven truck had reversed its direction.

Jones Lawyers Join in Protesting Planned Judicial District Change

Jones County Attorneys Peyton Abbott and Donald Brock Tuesday were among the large delegation of Fifth Judicial District lawyers who appeared before the Judiciary Committee of the General Assembly to protest the proposed changes of their Judicial District.

At present Jones County is a part of the Fifth Judicial District which includes Green, Pitt, Pamlico, Craven, Carteret and Jones counties. Under the proposed alteration Jones would join Onslow, Duplin and Sampson counties to become the Eighth Judicial District.

Lenoir County which is now in the Sixth Judicial District with Onslow, Duplin and Sampson counties would be moved into a district with Wayne and Greene counties.

Lawyers from each of the (Continued on page 11)

In Triple Trouble

Paul Johnson, whose local address is roughly given as Haperville, landed in triple trouble last week when he was nabbed by Kinston Detective Wheeler Kennedy. Wilson police held a warrant for Johnson charging him with abandonment of his wife and five minor children. The Federal Bureau of Investigation was seeking a few words with him about a car stolen in Chicago that came to rest in Goldsboro, and last but not least Officer Kennedy had a few questions to ask about a car recently stolen from Carrie Johnson of Kinston Route four, which was later found abandoned and burned near the Dobbs Farm. Johnson was returned to Wilson to face the only charge in which the evidence against him was sufficient for trial at this time.

How Death Trucks Finally Came to Rest



This picture from the west side of the highway and looking to the east shows how the trucks finally came to a stop, each having reversed its direction at the time the accident began to take place.

Other Side to White's Proposed 'Whammy' Law

Lenoir County's Representative in the General Assembly, Attorney Tom White, last week dropped a bill into the hopper that drew howls of anguish from many distinguished and some undistinguished directions. The proposed legislation which was co-sponsored by two of White's Colleagues in the State House of Representatives would spell out in much more specific language just what the Highway Patrol could do, and could not do to, insofar as the use of the electrical speed timing clock is concerned.

This gadget, in use for nearly a year now in North Carolina, has come to be known as the 'whammy' and thousands of heavy-footed drivers in every part of the state have been caught by this gadget.

The legislation White has brought forth would completely

render 'ineffective' this gadget, so Patrol Commander Col. Jim Smith proclaimed and lesser voices from every direction have, very largely, supported that attitude of the top patrolman of the state.

White, who had already butted heads with the Press on the subject of the so-called secrecy laws and rulings, was immediately strung up by his thumbs in 99.9 per cent of the newspapers of the state. Which did not bother him, since he had already beaten the newspapers once and was not too much worried about any whirlwinds the press is capable of stirring up.

To compound and confound the situation, White stepped directly into an obvious political trap. Twice in December White had been 'whammied' himself. So the Press jumped to the obvious conclusion that White was

sponsoring legislation about the electric timing device out of pure spite.

White has insisted that he was not trying to put the 'whammy' out of business but to the contrary, merely trying to make it legal. Firstly, his bill would force the patrolmen operating these gadgets to be out in the open for all the travelling public to see, secondly his bill would permit a five per cent leeway of speed before indictment by this gadget, and thirdly, White would cause by his bill each officer using the 'whammy' to be trained in its use, operation and installation.

White admitted this past weekend that the real meat of the bill is that part which would require 'expert testimony' before a person's conviction by the 'whammy'. At present, White points out, you're convicted be-

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Road Paving Work Moves Ahead Fast

The Barrus Construction Co. of Kinston is pushing rapidly ahead with the widening of the road between Trenton and Kinston from the Lenoir-Jones county line to Trenton. No completion date has been set for the work but with reasonably good weather it should be finished by early spring, certainly before the summer sets in.

The McMeekin Construction Company of South Carolina is also nearing the completion of the Trent River Bridge on this same stretch of roadway.

When the renovation is completed the roadway will be four feet wider and completely resurfaced with asphalt and the two dangerous curves at the old Trent River Bridge will be eliminated, thus adding greatly to the safety of this road.

Shop in Kinston Dollar Days