

Letter To Editor

Dear Sir:

At about ten o'clock Monday morning a fast-moving freight train hit the back of a truck at the Gold Street crossing in Kings Mountain and I was reminded rather forcefully — of the totally disgraceful fashion in which our town has neglected to provide adequate safeguards at its railroad crossings.

This time the driver was luckier than most of the many, many others who have been hit by trains within the city limits.

It was also fortunate — and totally a matter of chance — that no innocent bystanders were killed or maimed. The driver was, after all, on the tracks, through his own efforts, and thus partly responsible for his own predicament. But heavy metal fragments from the truck body were hurled with considerable force across the adjacent sidewalks and street. One piece of sheet steel, eight feet long and a foot wide, with sharp edges and weighing probably fifty pounds, travelled over 100 feet with sufficient force to cut a hole in the metal

front of the Medical Pharmacy building.

It takes no vivid imagination to realize what could easily have happened had there been (as there usually are) pedestrians on the sidewalk in front of that building on our city's main street. Or for that matter, suppose that same huge slice of flying steel had happened to take a slightly different course and smashed instead through one of the store windows in that area, or hit a car waiting at the traffic light here in the southbound lane on Battleground. Or suppose someone had been waiting on the sidewalk to cross the tracks at that spot, where the entire rear of the truck was rolled up into a jagged ball and smashed into the adjacent sign post.

It should be obvious to anyone that we have failed in this community to take adequate precautions against this sort of thing!

I would hesitate to guess the total number of people killed on Kings Mountain railway crossings during the past half-century, but I would be willing to bet that it is a higher figure than the number reported killed on "our" side during the Battle

of Kings Mountain!

I wonder if we're not calling ourselves "The Historical City" for the wrong reason. There are no monuments or celebrations in evidence here for those escorted into the hereafter courtesy of the Southern Railway System, but there is room for more than a casual query as to whether or not our town's real claim to historical distinction might not lie more along the lines of its collective indifference to human life than to its accidental geographic proximity to a long-past historical event.

Let me hasten to add that this is not intended solely as a criticism of our present city administration, or to single out any specific administration or city official of the past. I feel the indictment for failure to act is both a cumulative and a collective one, to be shared by us all until such time — at whatever late date! — proper action is finally taken.

Regarding our current city administration, let me say that the opportunity for action is theirs alone, even if the blame for failure for not having already done so must be shared equally with the rest of us.

This is perhaps the third or fourth letter on this subject I've written the Herald, as well as past conversations with mayors and town councilmen, and I recall that it was shortly after one of these earlier forays on the subject that the gates on the crossing on Piedmont Ave. were installed. I mention this now solely as an indication to any other concerned citizens that if we all speak up collectively the chances for action will be improved. It would certainly strengthen the band of our city officials in any subsequent discussions on the subject with the railway company.

Several years ago, in the Herald, I suggested that the City of Kings Mountain offer to pay a reasonable part of the total cost of installing adequate safeguards, and that it then insist to the railroad that such safeguards be provided. I repeat that suggestion now. I believe this factor of cost was the main reason no action came of the talks with the railroad company two years ago, shortly after the last fatal accident of this same Gold Street

BVD Reports Peak Earnings

NEW YORK — Peak sales and earnings for the nine month period ended January 1, 1966 were reported today by Sol Kittay, Chairman and President of The B.V.D. Company, Inc.

Consolidated net income for the nine months rose 16.3% to \$4,721,690 from \$4,060,313 last year. Pre-tax earnings rose to \$6,396,690 from \$5,404,313 in the comparable nine months last year.

Per share earnings rose to \$1.47 per share from \$1.26 last year.

Net sales for the nine month period totaled \$36,365,762. Net sales reported for the comparable period last year were \$39,034,632.

For the third quarter consolidated net income rose to \$1,539,633 from \$1,415,534 last year. Pre-tax earnings for the quarter were \$1,928,633 as compared to \$1,822,624. Per share earnings for the quarter rose to 48 cents per share from 44 cents per share. Net sales totaled \$30,137,171 as compared to \$21,809,566. Included in these figures for the current year are the operations of the Alligator Company from June 14, 1965.

Ford Dealer Wins Award

Southwell Motors, Inc., Ford dealer in Kings Mountain, has qualified for special recognition in Ford Motor Company's first National Dealer Traffic Safety Award Program.

The dealership received a plaque and commendation this week from Fletcher N. Platt, manager of Ford's Traffic Safety Highway Improvement Department.

"Ford Motor Company is proud of your achievements, and of the achievements of the entire dealer body, in promoting traffic safety," Mr. Platt's commendation read. "We appreciate the time, energy and other resources you are devoting to this vital subject and hope that you will continue and intensify your efforts."

National winners in the program were announced Feb. 15 in Dearborn, Mich. C. Philip Leyda, of Leyda Motors, Inc., Richland Center, Wis., received the \$5,000 first-place award. The second-place winner — C. Huet Paul, of Paul Motor Company, Charleston, S. C., received \$2,500. Checks for \$1,000 each went to W. G. (Bus) Horton, Bus Horton, Inc., Oklahoma City; Robert James, R & J Motors, Inc., White Bear Lake, Minn.

Ford began its program last fall as an annual means of recognizing Ford and Lincoln-Mercury

EXECUTOR'S NOTICE

Having qualified as executor of the Estate of Adam Lee DeVeney, deceased, all persons having claims against said estate will please file same with the undersigned on or before September 3, 1966 or this notice will be pleaded in bar of any recovery.

All persons indebted to said Estate will please make immediate payment.

This 3rd day of March, 1966.
E. Stowe DeVeney
Executor
George B. Thomason
Attorney

dealers who help improve traffic safety in their communities. Dealers were urged to act in four specific areas: assure that

customers are fully informed about the benefits, operation and maintenance of safety equipment on vehicles; provide cars for driv-

er education; support sound vehicle inspection programs, and encourage adoption of better local and state traffic laws.

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 - B. Lightly Laced... bib and cuffs grace voile shift, 17.95
 - C. Organdy Oriented... collar and cuffs set off two-piece "A" line, 19.95
 - D. Posies Galore... glaze this empired "A" line voile, 17.95
 - E. Flower box rayon tapes-try shift, festooned with tucking and lace trim, 12.95

*DuPont tradename for its polyester fibre.