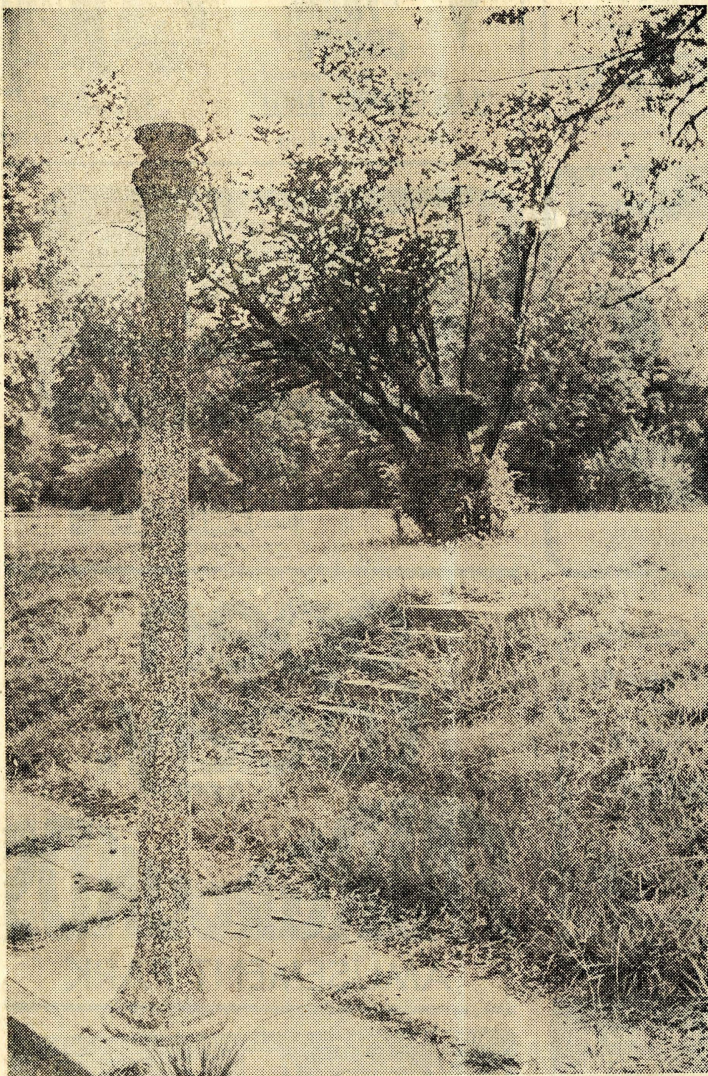
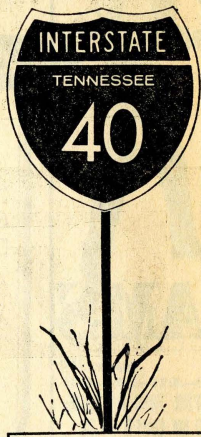


Memphis, Tenn., Monday Morning, September 3, 1973

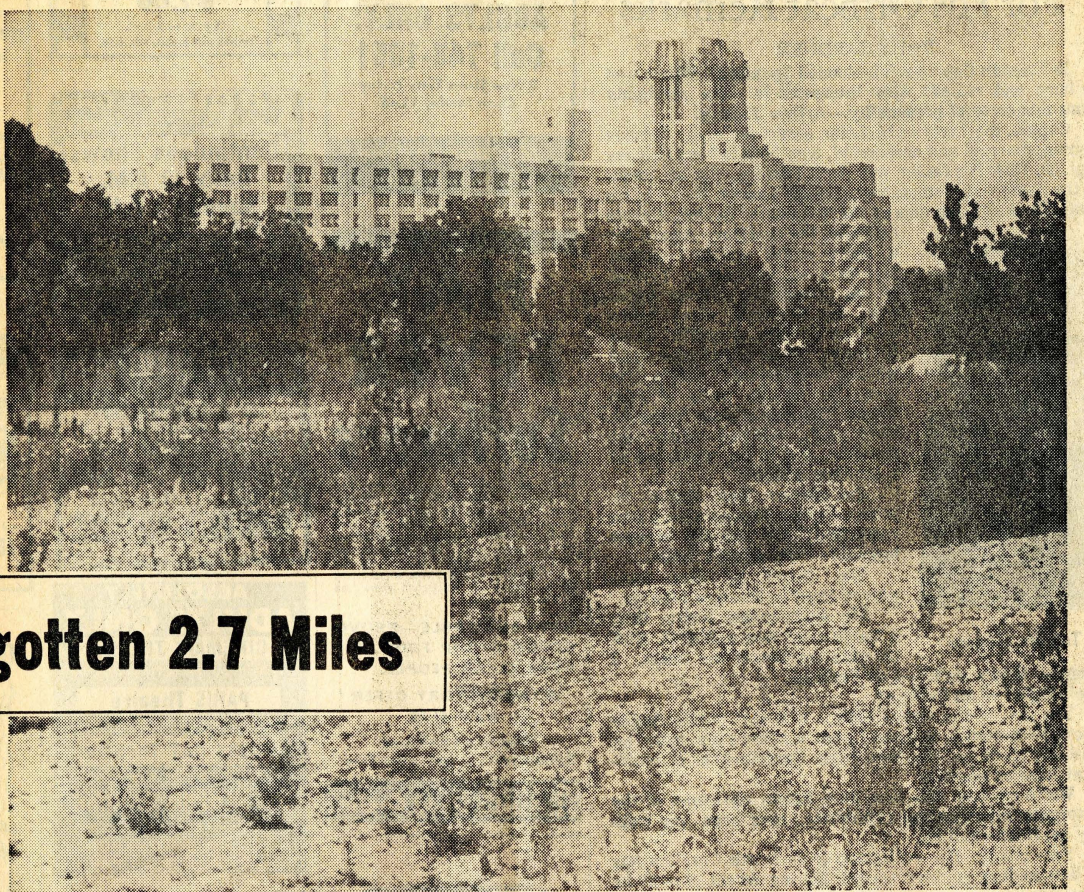
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This Once Lighted A Housefront On Angelus



## The Forgotten 2.7 Miles



Sears Crosstown Contrasts With Weed-Clogged Wasteland

By THOMAS BeVIER

In the land betwixt, the stairwixt don't go anywhere and the back yards have no residences. It is abandoned to the vagaries of nature's improvising.

Rush-hour rushers curse the land — the swaths east and west of Overton Park intended to link the either ends of Interstate 40: They want a road there, a path of concrete for easy passage. The houses were torn down in 1968 and 1969.

A federal judge and a United States secretary of transportation have ruled, under the duress of environmental legislation, that the park should not suffer such high-speed convenience. The ruling is under appeal.

In the meantime, we have a land betwixt, existing because of litigation and open to no specific purpose, but closed to none but transportation. So it is fair game for transient whimsy.

There are 1.2 miles west of the park to Claybrook and 1.5 miles east of the park to Malcolm. Unlike the park (which is four-fifths of a mile wide) the right-of-way corridors are not subject to patrol and periodic cleanup. They are a midcity area where people can do just about what they please — and do.

Residents in the area issue reports of midnight romances. Round about empty beer cans and liquor and wine bottles sully the memory to whatever tenderness there may have been to those liaisons.

But elsewhere, in the land betwixt, crepe myrtle is in bloom. Small boys' footprints have impressed the sandy places, and their makeshift ladders on tree trunks identify them as lazy climbers.

Mowers have passed, here and there, but their labors obviously are exceeded by the task. Left untouched are countless hideaways, jungled retreats within the city.

It is an unkempt place, fair game for wildflowers and Johnson grass alike. Whatever the outcome of the expressway controversy, it's doubtful it will be left as it is now.

There surely is a bulldozer in the future of the land betwixt. That will either rescue it or destroy it, depending on your point of view.

By WILLIAM BENNETT

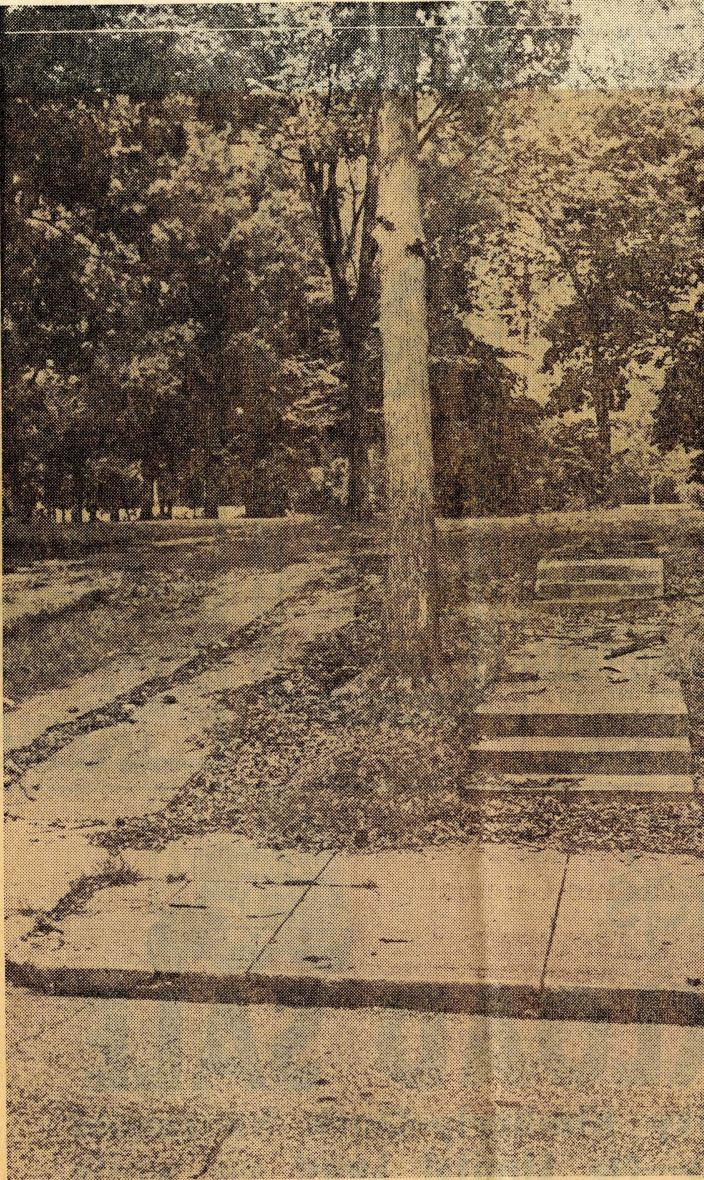
From The Commercial Appeal Nashville Bureau  
NASHVILLE, Sept. 2. — An East Tennessee lawmaker is seeking a legal ruling that would force the state conservation commissioner to designate additional roads as part of the Tennessee system of scenic routes.

A 1971 state law requires the commissioner — Granville Hinton of Savannah — to at least biennially submit proposals for additions.

Rep. Victor Ashe (R-Knoxville) said in a letter to state Atty. Gen. David Pack that Hinton had not complied with the law and "the standard excuse given by the commissioner of conservation is that funds were not appropriated for this purpose."

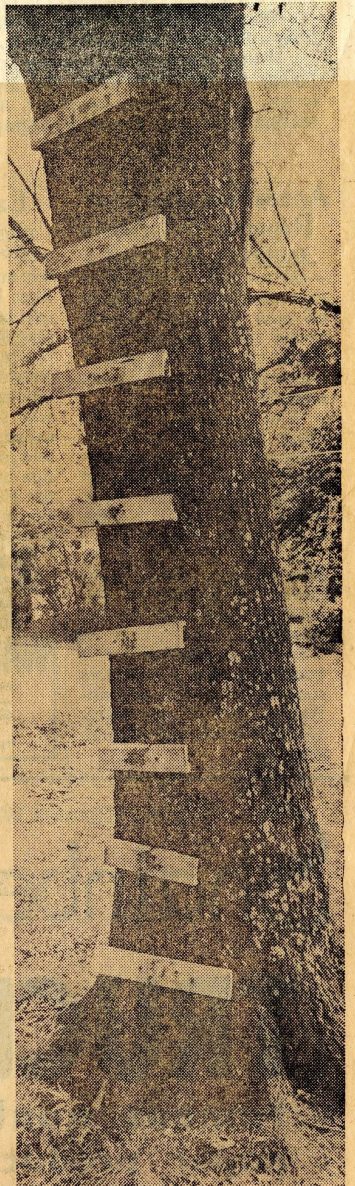
Ashe asked for a ruling from Pack on whether Hinton or the department is in violation of the law "since the cost for compliance would be minimal as well as the time involved by staff personnel for compliance."

The Ashe request follows an opinion



Driveway And Steps Leading To Nowhere

—Staff Photos by Robert Williams



For Lazy Climbers

## Ruling Sought To Force New 'Scenic Routes'

by Pack's office that said the executive branch had the responsibility of implementing a law passed this year giving tenants recourse against landlords who maintain unsatisfactory rental property.

Complaints that health officials would not write the regulations needed to implement the law met with counters that the legislature had not provided the money required.

Last week Gov. Winfield Dunn approved funds to write the regulations. The Scenic Routes Act has severe restrictions on buildings, advertising and the dumping of trash along the designated routes.

DPE 91-52