

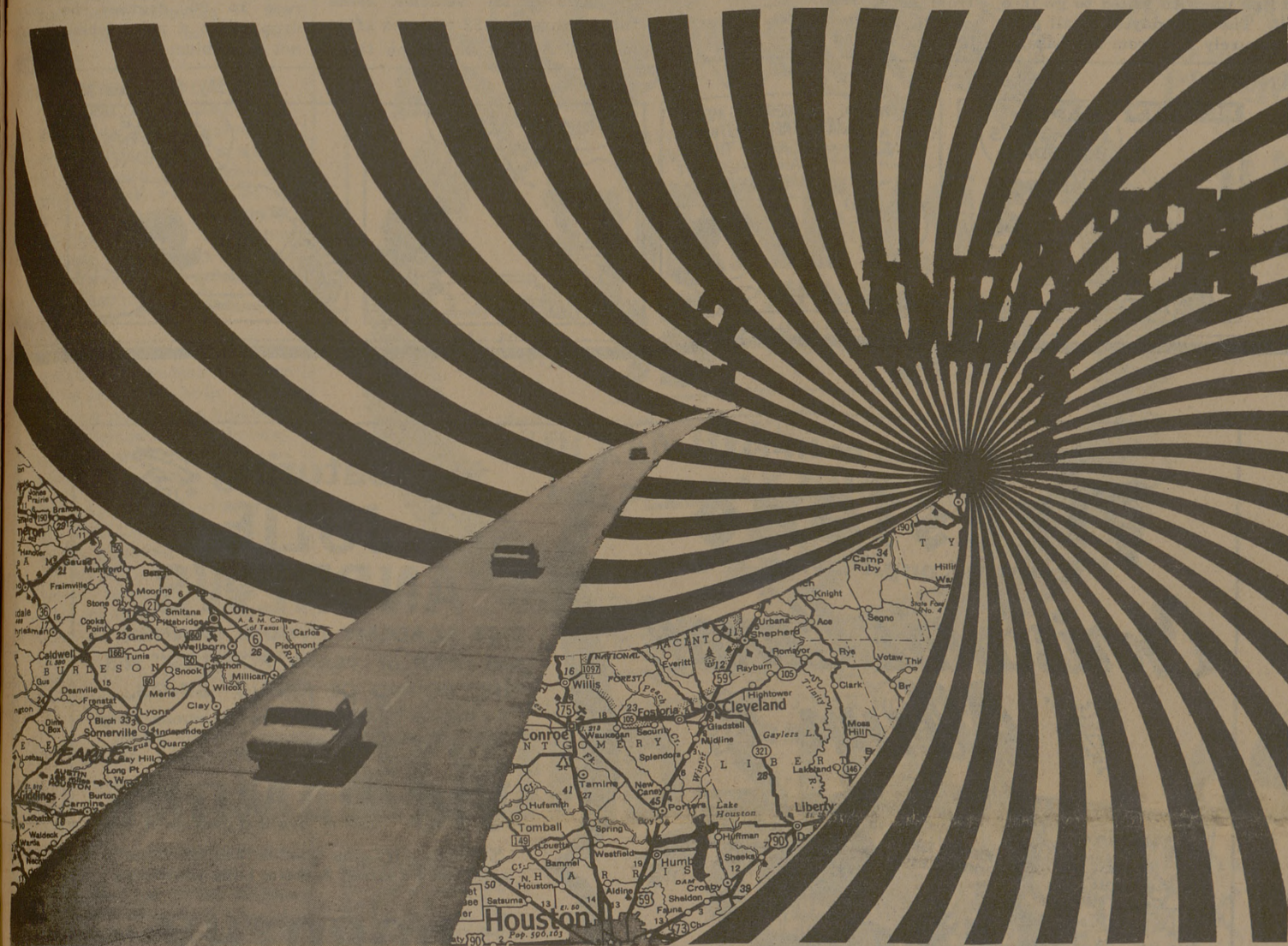
The Battalion

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195 Predicted To Die During Holiday Period



WILL YOUR ROAD LEAD TO DEATH?

Modern Autos No Match For Highway Creatures

By ED SMITH
It seems that Detroit, with all its emphasis on luxury and speed, has omitted some extremely functional devices from the armament of its product. Today's autos, built of ever-decreasing thicknesses of tin, are simply not meant for night driving on our animal-infested highways.

locomotive, eliminated countless railway accidents. A train can safely chug through the night and, if by chance some retarded bovine wanders in its path, the train keeps on going and some rancher gets another tax deduction. Automobiles are an entirely different thing. You pull a similar stunt in your car and — POW — one dead cow and a \$600 repair bill.

most in this group. They stand there and dare you to run over them. It seems that they know full well that you can't hit them without tearing up your car.

This type seems to be put there to prepare you for the second group. For by the time you stop, get out of your car, gradually coax them off the road and get chased back to your car by one you didn't know was a bull, you have lost time. This precious time, you naturally feel has got to be made up. So off you go in a cloud of dust, laying rubber for a half a mile, and about the time you reach 90, you meet your second problem.

This type is a lot like the American female — it can't seem to make up its mind what to do. You first see it at 200 yards, it's moving to your right. — you're OK — opps! — look again at 150 yards it's turned around and is making a left and at 100 yards it's just standing there looking at you. At 50 yards it's in motion again; seems like it's gonna make a right — no — a left — POW! In cases like this it's handy to have a card with your insurance man's telephone number on it.

This is the type I encountered about halfway between Bryan and Huntsville about a month ago. I'm still looking for a lover bid for the repair work. In the meantime I've got a buddy who's kind enough to drive me to school in the mornings.

There are two possible antidotes for the type of accidents under discussion. One, we can get up a petition for cow catchers on cars and send it to Detroit; or two, we can try to keep our speed down to a reasonable level.

The petition would take too much time to produce results that might save an Aggie's life over the Christmas holidays but the second possibility is easily within reason. Don't let yourself become a casualty of some deer's self declared "people season." Slow down, do it, and maybe you will live.

KK Chief Powell Urges Auto Safety

"Take it into consideration it might be you that will be killed. Do not always think it will be someone else," said Ed Powell, Chief of Campus Security.

Drive according to the traffic conditions, the weather conditions, and the road conditions. Just because the speed limit sign may say 70 m.p.h., do not take a chance if the road is wet. Also, be careful of ice and snow on the road and on bridges.

Accident Photographers Believe In Safety Cliches

By GUS De La GARZA
Have you heard of the "suicide squad?" It's a team of photographers who volunteer their services to take pictures of highway accidents. Their goal is to make people realize that cars can and will kill you. They are staunch supporters of such well-worn cliches as "slow down and live" and "... if you drink, don't drive."

As proof of their support, they have produced several films, one entitled "Death on the Highway." Once you've seen it you'll never forget it. The method of presentation is very simple and very direct ... the after math of a wreck before the ambulance gets there.

The film starts with the omniscient wail of siren racing in the darkness to an accident. The narrator, whose weary voice reflects the endless misery and suffering he has seen caused by needless wrecks, says accidents are never pretty.

The scene that follows his words shows a man who wrapped his car around a telephone pole. The door on the driver's side is wrenched from its hinges and the man is slumped on the floor board with his head firmly welded to the inside edge of the door; his eyes are slightly bugged out and his brains are oozing out.

The narrator's monotonous voice tells you the man had been

Will Aggie Be In Toll?

AUSTIN — Past experience indicates some 110 persons will be killed in traffic accidents during the 10-day Christmas-New Year's holiday period, it was reported by Col. Homer Garrison, Director of the Texas Department of Public Safety.

Garrison said in addition to the grim traffic death projection Statistical Services, it is also estimated that there will be 43 homicides and suicides and 42 deaths from accidents other than traffic, for a total violent death toll of 195.

"We would like to appeal once again to the driving public to join us in an all-out effort to cut down on this terrible toll, particularly in traffic where observance of traffic laws and rules of safety can actually do something about it," the DPS director said.

In an effort to call attention to the dangers involved in holiday travel, the DPS will conduct its annual "Operation Death-watch" during the 10-day period. From 12:01 a.m. Dec. 24 (Christmas Eve) through 11:59 p.m. Jan. 2, violent deaths will be tabulated and the totals announced three times daily from the department headquarters in Austin.

"We will also have every available patrolman on duty," Garrison said. "These men are on the road to protect and serve the citizens of this state. In addition to the highway patrol, there will be some 150 extra patrolmen from other DPS uniformed services on duty."

During last year's Christmas-New Year's holiday period, a total of 228 persons died violently. Of these, 128 were killed in traffic.

President Issues Holiday Message



RUDDERS' MESSAGE

Mrs. Rudder and I wish the faculty, staff and students of Texas A&M a joyous holiday. We hope this will be a season of appreciation for your families and friends and one of thanksgiving for the blessing we have received. We hope that good judgment and caution by everyone will prevent needless tragedy during this season for rejoicing.

Earl Rudder, President Texas A&M

New Road Marker Safety Features Make Difference

AUSTIN — Just fifteen hours may have spelled the difference between life and death for a League City driver and his passenger last month, State Highway Engineer D. C. Greer said today.

The driver's car struck both supports of a 5-by-6-foot freeway exit sign after having been crowded off the road by a truck during a blinding rainstorm.

Time of the accident was 6:30 a.m. Nov. 4 — just 15 hours after a Texas Highway Department crew had completed modification of the sign supports in line with a new safety program.

Neither occupant of the car

was injured, and the vehicle itself sustained only \$500 damages.

Almost exactly a year earlier — before the modifications built in new safety features in the sign supports — another car collided with the same sign. The driver was killed instantly.

The structure originally was built with rigid supports, each connected to a concrete foundation by means of a base plate welded to the post and secured by four anchor bolts.

Highway Department workers the day prior to the recent accident dismantled the sign and installed special slip joints and hinges.

When the League City man's car struck the supports, the slip joints parted and the supports hinged up and away from the car harmlessly while the car rolled on to a more controlled stop.

Engineers said the main part of the damage was caused when the vehicle sideswiped a small, rigid "Do Not Enter" sign.

The modifications on the supports were made as the result of more than two years of intensive research conducted cooperatively by the Texas Highway Department and the Texas Transportation Institute at Texas A&M University.

The investigation into break-away signs also has attracted the attention of the U. S. Bureau of Public Roads and at least 14 other states, which have contributed to continuing the research.

During the studies, engineers crashed more than 40 surplus automobiles in to experimental signs erected at the Texas A&M Research Annex near Bryan.

All the tests at the research center were with unmanned cars, using a tow car to propel the test cars into the signs at speeds up to 60 miles per hour.

The mishap near Winnie in November was the first "manned" test of the new supports. The driver reported the jolt on striking the supports was comparable with "hitting a chuck-hole in the pavement."

The driver also added his own "I like break-away signs because" testimonial to a letter written to Highway Department engineers.

"Many thanks for the new type sign," he wrote. "If it had been one of the old type, we undoubtedly would have gone through the windshield or turned over. As it was, no injury to me or friend ..."

The Highway Department thinks it has a workable sign, one that will save lives, Greer said. "But we don't consider this the 'ultimate sign.' Our research will continue at the Texas Transportation Institute to improve on the present design and to explore other possibilities."

Greer noted that in 1964, more than 220 Texans died in collisions with fixed objects.

Today's Battalion Last Until 1966

This is the last issue of The Battalion for 1965. Our next publication date is Jan. 4, 1966.

The staff wishes you a Merry Christmas and a Happy New Year, and urges you to drive carefully to and from home.

See you in 1966.

Appeal Issued To Students

AUSTIN—The Texas Safety Association Wednesday issued its annual appeal to university and college students to "set-the-pace" for traffic safety during the Christmas holiday period.

"Thousands of young drivers in the state will be starting 'back home' prior to the heaviest traffic rush at Christmas," J. O. Musick, TSA general manager said. "These drivers can set an example for other holiday travelers by reaching their destinations safely."

Music reminded students to give motor vehicles a good safety check before getting out on the road.

"And, don't overload your car with packages or passengers. Don't pile books, clothes or packages so high in the back seat of your car that the rear view window is blocked. If you must hang clothing in the car, make sure you have outside rear view mirrors," he said.

In closing, Music further advised students to get plenty of sleep before starting trips and to take several rest stops along the way.

"If possible, alternate with other drivers. It's much less tiring and a great deal safer."