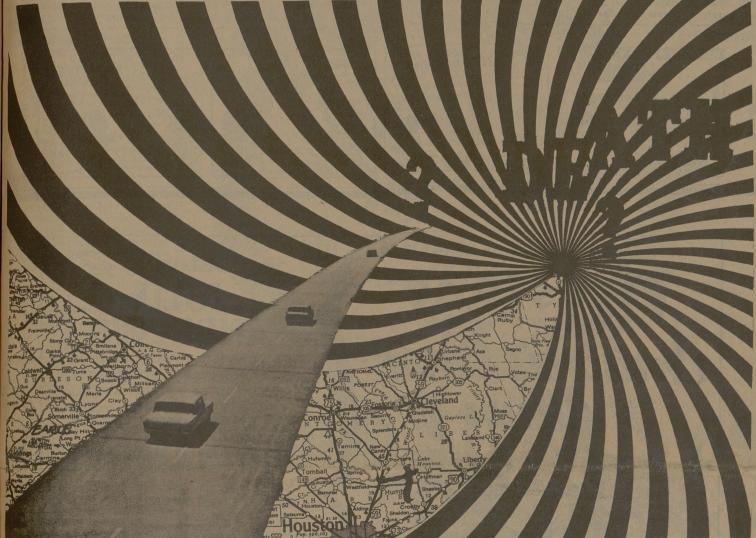
## Special Safety Edition

# Che Battalion

# 195 Predicted To Die During Holiday Period Will Ag



WILL YOUR ROAD LEAD TO DEATH?

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

there to prepare you for the sec-

ond group. For by the time you

stop, get out of your car, gradu-

ally 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 preci-

ous 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

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,

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 look-

ing at you. At 50 yards it's

in motion again; seems like its'

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

This is the type I encountered

about halfway between Bryan and

Huntsville about a month ago.

I'm still looking for a lower bid

for the repair work. In the

meantime I've got a buddy who's

kind enough to drive me to school

dotes for the type of accidents

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 Christmas holidays but the

second possibility is easily within

reason. Don't let yourself be-

come a casualty of some deer's

self declared "people season."

Slow down, do it, and maybe you

The petition would take too

There are two possible anti-

number on it.

in the mornings.

it's moving to your right. -

your second problem.

This type seems to be put

without tearing up your car.

### 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.

The railroads met and solved the problem years ago. With the introduction of the cow catcher, the railroads greatly reduced the hazards of a collision with animals that wandered onto the tracks. This simple contraption, when added to the front of the

#### 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

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

"And, don't overload your car with paskages or jassengers. 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, Musick further advised students to get plenty of sleep before starting trips and to take several rest stops along the way.

"If possible, alternate with tiring and a great deal safer." sence. The cud-chewers are fore-

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.

Texas abounds with hundreds of night-crawling, night-feeding animals of every description. Most of them seem to lack the good sense to stay off the highways. As if by some natural calling, these insomniac furbearers converge on the highways to while away their sleepless hours.

Those who have ever taken a long automobile trip with a small child know that they eagerly peer, hang, lean and sometimes fall out of cars trying to get a glimpse of some woodland creature, during the daytime. They seldom see any. Generally, the poor frustrated kid wears himself out and by nightfall he's conked out on the back seat.

As soon as he closes his eyes and drifts off, as if by some prearranged signal, every sort of animal converges on the highway, sending the poor driver into a series of evasive tactics that any jet pilot would envy.

If this unfortunate driver is at the wheel of a Cadillac or a big Olds he's got a pretty good chance of making it to his destination with nothing more than a trashed out front end. But if he under discussion. One, we can is unfortunate enough to be pushing one of the highly popular imported midget suicide wagons, he would be lucky to make it through at all.

much time to produce results that It's easy to clobber an animal on the highway at night. They might save an Aggie's life over seem to cooperate. There are two kinds of reactions from our forest friends when they are suddenly faced with a pair of glaring headlights. Some, generally the largother drivers. It's much less er ones, simply ignore your pre-

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.

Be In Toll?

indicates some 110 persons will 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

In an effort to call attention to the dangers involved in holiday travel, the DPS will conduct its annual "Operation Deathwatch" 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 of the sign supports in line with and the totals announced three a new safety program. 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

### 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 be killed in traffic accidents 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

League City driver and his pas-

a.m. Nov. 4 — just 15 hours after a Texas Highway Department crew had completed modification

Neither occupant of the car

Today's Battalion Last Until 1966 This is the last issue of The Battalion for 1965. Our next

The staff wishes you a

See you in 1966.

# Make Difference

may have spelled the difference sustained only \$500 damages. between life and death for a senger last month, State Highway Engineer D. C. Greer said

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

publication date is Jan. 4,

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

## 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 clinches 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 . . the after math of a wreck before the ambulance gets

The film starts with the omnimous 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

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

drinking. How would you like to head gone . . . her blond hair be in this man's place? . . . "if you drink, don't drive."

Again the wail of a siren: annarrator says, three cars were involved and eight people killed ... eight healthy people whose lives were snuffed out in the span of a few seconds.

The road was straight, the weather was clear and bright, but there is the twisted, burning wreckage of three cars. A farmer who witnessed the carnage said all three cars were travelling at a high rate of speed—the dead people are mute testimony to his

The odor of burnt human flesh fills the clean countryside air. All the bodies have been pulled out of the wreckage and are awaiting the hearse. Remember this scene . . . "slow down and

Another accident, another death and once more the mountful wail of a siren. What you see are the pitiful remains of a once-beautiful girl. A young man and his girl out on the town had one too many. The young man lost control and the car turned over once before slamming into a brick wall.

The narrator asks to look at the once beautiful girl again. Both arms and legs have been completely severed from her body. voice tells you the man had been There is her torso and half her at the morgue.

matted with blood and brains. Imagine how the young man must feel-he lived. Think of your girl other accident. This time, the friend . . . "if you drink, don't

> Death never rests. Once more the wail of a siren. The narrator repeats accidents are never pretty. This one is especially grue-

> A car slammed into a truck carrying gasoline and both exploded. Both drivers were killed. The bodies were horribly charred. The driver of the car had been speeding on a slippery highway. Think of your Mom and Dad and how they will react when they receive a telephone call or when a state trooper rings the doorbell . . . "slow down and live."

> The film ends with the wail of sirens. Once more the narrator says ". . . another accident, another death."

> Don't shrug and say it'll never happen to me because you have just as little immunity to getting killed on the highway as the people depicted in the film. They were immune until a few seconds before the moment of impact.

> "Slow down and live" and " if you drink don't drive" are wellworn clinches but if you don't heed them, don't worry-you'll never hear the wailing of the siren or feel the cold marble slab

AUSTIN - Just fifteen hours was injured, and the vehicle itself

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 in-

stalled 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 Uni-

The investigation into breakaway 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 into 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 chuckhole in the pavement."

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

"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

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.