Battalion *Editorials*

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THE BATTALION

THURSDAY, DECEMBER 18, 1952

Solution to Safe Roads **Beyond Engineer's Scope**

THE ABSENT solution to make highways many years.

They have removed curves, hills, blind straighter roads, but accidents continue to occur at a consistently rising rate.

Many persons fear that the highway has been made so safe it's more dangerous than ever before.

Watch Sleep It Can Kill You

MANY STUDENTS driving home today, tomorrow and Saturday will have to face the inevitable foe of the driver who travels during the night. This stalwart opponent is sleep.

Nearly 20,000 persons died in night-time traffic accidents last year and over 75,000 were injured between dawn and dusk along the nation's roadways.

Fatigue, poor illumination, headlight glare, faulty vision, and the excessive number of drivers "who have had one more for the road" are the stress factors causing these deaths.

Look out for the "Third Wheel Symphony," or the "Motor, Motor Hum, Hum" and the "Blink Little Headlights, Blink Blink" all top tunes on the hit parade of death. This road cantata will lull you into another world, literally, and sometimes, physically, speaking.

The stop signal and time for a break is when the road winds or curves or twists when it is not supposed to. Or when your head begins to droop and eyelids start to shut.

Don't let them seal permanently. Stop for a breath of air. Coffee is good, but if there is not a stop near, just pull off to the side of the road and walk around the car. This will help wake you.

A helpful hint to any host: If you like your guests, you will finish off "the last one for the road" in a cup—coffee that is.

don't be half safe. Clear the fog and daze from your mind. It's either wake up or die.

And to the driver: When on the road,

the last time.

Perhaps this is true. Examples to subsafe has troubled engineers through these stantiate such claims are seen among the best and newest dream highways.

The 118-mile New Jersey Turnpike, which spots, dips, made wider and smoother and has been in operation since last January, used the most advanced ideas of highway and traffic engineers and promoted travel by offering "safe travel at 60 miles an hour." But in the 11 months the Turnpike has been in use, 44 persons have been killed driving on it.

> A recent two-day. period included accidents on the turnpike which killed four persons, injured 40 and damaged 60 automobiles. A heavy fog contributed to the accident, but drivers failed to heed the caution of emergency warnings and slowing down. Only 12 officers were patrolling the turnpike during the time of the accident.

> This shows that somewhere more improvement is needed. Are more officers needed to patrol the road, or should the speed limit be reduced from 60 miles an hour? This would help some but not enough.

> Safety engineers say they have done everything possible to make the turnpike safe. Throughout Texas, the counties, and cities, and in other states, engineers have tried to make roadways safer.

> Month by month, year by year, however, deaths caused by automobile collisions have increased steadily. This year is no exception.

> To make the roads free of death, driver education is needed to emphasize to the traveler that his car must be in good condition and he himself must be working properly before the safest highway in the world will benefit him.

.

"Duties are ours, events are God's."-Cecil.

City Accidents Have Two Main Causes

of these accidents in the downtown traffic are caused by the pedestrian.

Although he has the right-of-way, ac-cording to the laws, the pedestrian has no of the road. It was too late. law to turn to when he has jay-walked for

Christmas shopping makes the pedestrian Lady Luck Returns a more conspicuous and more bothersome Texas Bridges ought to get along well together, for a ped-Need Repairing

IS THIS YOUR CHRISTMAS PRESENT?



Trv to Save Seconds

Young Couple Ruins Dream By Failing to Observe Rule

is a true story. Only the names are changed to protect the parties involved.)

By ED HOLDER Early one morning last month, a young man and his beautiful bride started for town to do some shop-

They had been married only a few days and were living on a small farm near the city of Centerville.

Bill Williams paid no attention huge truck stopped. INTERSECTION accidents are more numer-ous than any other point in any city. Many of these accidents in the dent to the stop sign at the right side of the dirt road. With a casual glance, he darted on the highway. He hoped to get to town before the crowded traffic.

From down the narrow highway came a huge gasoline truck. The

Unable to Stop The six-ton truck hit the side of minds. the tiny sedan. The weight of the The

skidded down the road.

of the car, rolling completely over scarcely a week before. it. The truck landed on its side, They neared the highway intersec- siding toward the station. The car, being much lighter than the looking both ways before entering slow motion

Help-Too Late

Ambulances were called from the

The driver of the truck was Texas housing three million. pinned behind the wheel and the Texas has an average of one burning gasoline danced around driver for each registered vehicle, his frantic body. His screams of California has 1.12 drivers per car, death scarcely were heard above and Alabama has 1.58 drivers for

caused the truck to lean over heav- neck-cracked, now it juts to the ly, hitting the car and the two side at about a 45 degree angle; pavement every second. In four A service station operator, sev- no longer is he the handsome

ward his building. He ran behind from the government, a meager the structure and dove into a ditch. existence which is far below the Just then the truck fell on top lofty dreams the two had planned

nearby city. Onlookers crowded in as near as the intense heat would allow. The sight they witnessed was embedded in their

(Editor's Note: The following shifted gasoline inside the trailer lucky: both arms — broken; his an hour, a car covers 96 feet of his scarred face-unrecognizable,

eral yards away, saw the two ve- youth he once was. hicles locked together coming to- Both receive their monthly check

They were in too big a hurry to

a highway. A life—a dream—lost in a bet which would have won only a few

Nation's Drivers **Total 64 Million**

There are over 64 million drivers in the United States, with

follow a basic rule of stopping and felt numb. Everything moved in

They too die in accidents, many Rain, Darkness. A bad windshield. Faulty equipment. Then something in front of you and you can't see

It could happen to you-don't

Final Seconds Tell Story Of Death

TIME TO LIVE

Ever wonder how automobile accidents happen? what the driver is thinking before the fatal crackup?

Here's the inside story of Harry Jones, one of the persons killed by a car every 20 minutes this year in the United States.

He pushed his sleeve back, held his wrist close to the lighted speedometer, squinted to read the ime. A little after nine. Five, ten minutes after. Ought to be home in half an hour. It was Christmas

If he'd known he had only 10 seconds to live, Harry Jones might have checked the time more closely. He might have done several things differently.

Ten seconds to live. He massaged his eyes with thumb and middle finger, trying to rub out some of the sleepiness.

Nine seconds to live. He'd driven almost eight hours since stopping last and was beginning to feel it. Eight seconds to live. Harry Jones thought driving in the rain was lousy. He hated it. Light from the headlights just seem to soak in along with the water. •

Seven seconds to live. Probably eed a new windshield wiper blade, Harry Jones thought. Old Cartoon by Bob Hendry one spreads the water in circles instead of wiping it clean. You can even see the small rainbows and your reflection. Get one tomorrow, or the next time it rains. Six seconds to live. Somebody just threw a cigarette out of a car. You could see it fizzle out

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before it even hit the road. Five seconds to live. Squirming for a better position. Heels dug into the floor, trying to get com-

Three seconds to live. The rain blurred the windshield momentarily. Something looks wrong.

Two seconds to live. Car coming. Turn to the left. No, embankment Panic. Can't make it. The crash.

One second to live. He opened his mouth to scream. Harry Jones

No seconds to live.

Harry Jones is dead. There are a lot of Harry Joneses. times the same way. Drive too long. Get tired. Reactions slacken.

let it.

Vehicles Travel 482

Billion Miles-1951

lion miles during 1951.

382,994 millions of miles.

Motor vehicles traveled 482 bil-

Passenger cars covered 208,654 millions of miles in 1936, but in

1951, they traveled the roads of

the United States for a total of

FREAK SQUEAKS are possible in all types of automobile accidents, so don't throw away the standard safety rules. Pushing Lady Luck too far may sometimes get you a slap in return.

Best example of this was at an auto race in Indianapolis this year.

It happened to the car that smashed broadside into the No. 1 car that was making a left turn. The No. 1 car rolled into the path of another car. The second impact sent it on to complete a full circle.

Result: It smashed into the rear of the car that started the chain reaction.

Moral: The race track isn't always the safest place for a speedster unless he too follows the safety rules.

place and a motorist will become a pedestrian as soon as he finds such a place. But they both act as if they had nothing common, except, of course, to blame the other fellow.

Standing off the curb waiting for lights to change is the pedestrian's biggest error. Meanwhile the motorist becomes impatient, ready to charge around a corner only to see the last pedestrian has not made it across the street when the light changes. He shows no charity, but honks his way across.

Following the simple safety rules will help prevent many accidents and grumbling on both the pedestrian and driver's part. Looking both ways before each enters an intersection crossway will help.

The Battalion

Lawrence Sullivan Ross, Founder of Aggie Traditions "Soldier, Statesman, Knightly Gentleman".

The Battalion, official newspaper of the Agricultural and Mechanical College of Texas, is published by students four times a week, during the regular school year. During the summer terms, and examina-tion and vacation periods, The Battalion is published twice a week. Days of publication are Tuesday through Friday for the regular school year, and Tuesday and Thursday during examination and va-cation periods and the summer terms. Subscription rates \$6.00 per year or \$.50 per month. Advertising through the summer terms is the summer terms are stored to the summer terms are stored to the summer terms are stored to the summer terms. rates furnished on request.

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There's an old saying about in the fire. not crossing a bridge until you Williams and his wife both lived. All other states have over one get to it, but Texas has some The service station owner was driver for each ear. The national 12,000 that are unsafe to cross. treated for shock and minor burns. average is 1.26. A minimum of \$304 million Mrs. Williams is crippied from dollars is needed to bring these the waist down, deep scars cover water-way spans to a point of her body. She will never walk Male drivers safety, according to State again. volved in 90 pc Highway Department esti- The young husband got off auto accidents.

More than half of these for tarffic demands made on of them are too narrow to permit passing, too low for clear-

ance or too weak to accommo-

more, however, are not on the

3,420 boys and girls under 15 years old were killed in traffic accidents last year.

There were 162,800 more persons injured in U.S. motor vehicle accidents last year than in 1950.

There were 1,600 more persons killed in U.S. motor vehicle accidents last year than in 1950.

Speeding on U.S. streets and ghways last year killed 13,730 en, women and children.

Speeding on U.S. Streets and ighways last year injured 570,-080 men, women and children.

In 1951, 9,470 pedestrians were led in U.S. traffic accidents.

each vehicle registered. of gallons of gas were consumed Compared with other states,

Texas is the lowest in the nation.

Male drivers in 1951 were in-

of roads.

way system.

Trucks and buses joined in this volved in 90 per cent of all U.S. figure to bring the total to 482,369 structures, which total 276 miles in length, are inadequate for tarffic demands made on

This almost equals the \$289,896,-

Highway Appropriations

the legal load limit, while half For Adequate Safe Roads

Present allotment of state and standard of safety and utility, ac- For new construction and main-federal funds indicate that a vast cording to recent studies of the tenance of existing highways, it is

Texas needs \$1,570,000,000 to surveys and will not be bring its highways up to adequate

While Driving, Think . . .

passenger cars.

Three out of four traffic accidents happen in clear weather on dry roads. * * *

The hour from six to seven p.m. is the most dangerous of the day or night in traffic.

Second only to speeding as an accident factor in 1951 was failure to respect the right-of-way.

There were 92 per cent more fa- in state and federal funds already State and federal gasoline tax tal accidents on icy roads last year have been earmarked for highway collections this year are estimated than in 1950. * * *

Last year, 1,362,000 Americans were injured in traffic accidents.

date today's modern traffic load. the buildern traffic today's modern traffi

states without additional financ- permit completion of the present compared with \$1,381,506,000 for ticularly on through highways, now are being widened. Many Association reports. 35,000 miles, with all gaps and maintenance last year. Included in 35,000 miles, with all gaps and maintenance last year. Included in and the second seco fillers, at a cost of \$228,862,000. these figures are 400 million dollars contributed each year by the One Billion Needed

federal government. Gasoline Tax Helps

000 needed for the primary system. Arterial highways in Texas With state expenditures for new would amount to more than one highways and maintenance approx-

billion dollars. It would take more than two billion dollars to replace the pres-ent highway system of Texas, which totals approximately 44,000 miles. Present highway income is miles. Present highway income is for new construction by the states slightly in excess of \$100 million annually from gasoline tax and with the construction by doe for approximated \$1,100,000,000. Fed-eral government funds authorized automobile registration fees. Main-tenance work requires almost half of that amount, leaving insufficient billion dollars. funds for complete modernization

Gasoline Tax

Texas has always used a pay- The federal gasoline tax, which as-you-go system, which means was increased from one and one there is no debt against its high- half to two cents a gallon, is expected to yield a record high this year of \$804,233,000. In 1951, this

An estimated two billion dollars tax yielded \$607,756,000. purposes along with another two to approximate \$2,778,223,000. The billion a year being collected by state collections are placed at the states in gasaline taxes, the \$1,9\$4,000,000, compared to \$1,058,-association said. 605,000 collected in 1946.

In 1951, 290,660 pedestrians were injured in U.S. traffic accidents. * * * Three out of four motor vehicles involved in 1951 accidents were