

Poor Vision Named Cause Of Many Highway Accidents

How much clear vision should you have to pass another automobile when it is going 50 miles an hour and you are going 60? This is one of the problems facing Texas highway planners in their efforts to modernize Texas highways and make them safer. They must make it possible for you to see a half-mile ahead, or you are taking a chance at passing another vehicle traveling at a mile a minute.

With highways built for only two-lane or three-lane traffic the highway department has to depend upon yellow paint to furnish the safety factor. Every year thousands of dollars are spent painting the center stripe and warning lines down the highways.

Ignore Warnings

"We are all too prone to ignore these warning stripes when we think we have even a half-chance," says Jack Kultgen, president of the Texas Good Roads Association. "Sometimes when you are driving along at 60 miles an hour, have your companion clock you. You'll be surprised at how many times you are facing death in the matter of just a few seconds," he said.

Such carelessness last caused a big percentage of the 206,000 motor vehicle accidents that killed 2,546 persons in Texas.

Pedestrian Death Checked

Pedestrian experience in 1951 is termed "an island of encouragement in last year's ocean of acci-

dents." A comparison of 1951 with 1950 shows that pedestrian deaths were "held in check" while injuries were reduced by nearly 9,000.

Nearly two million casualties, the worst automobile accident toll in the nation's history, were recorded in 1951, according to figures released by insurance companies.

Last year's traffic deaths totaled 37,100, an increase of 1600 over the 1950 mark. The injury count soared to 1,962,600, more than 160,000 over 1950.

Many Killed Last Year

More than 13,000 persons were killed and 570,000 injured last year by drivers who were exceeding the speed limit, according to the report. Excessive speed was "far and away the most dangerous mistake in driving" in 1951.

More than 11,000 drivers under 25 years old were involved in fatal accidents and 416,000 more in personal injury accidents, the figures reveal.

Other facts shown by the statistics are:

Saturday was the most dangerous day of the week to drive.

More persons lost their lives during the hour from 6 to 7 p. m. than in any other hour. Injuries hit their peak two hours earlier, from 4 to 5 p. m.

Ninety per cent of drivers involved in 1951 accidents were males.

Ninety-seven per cent of driv-

ers involved in 1951 accidents had at least one year of experience behind the wheel.

Thirty-eight per cent of last year's fatal accidents occurred on the open highway.

There were 92 per cent more fatal accidents on icy roads last year than in 1950.

Easy to Pass Driver's Test

Here are three bits of advice for those planning to make application for their operator's license:

- Know the road rules.
- Practice the rules when driving.
- Don't get nervous. Applicants are given another chance unless his physical condition prevents it.

Nationwide Christmas Plan For Saving Lives to Start

The National Safety Council today announced a nationwide Christmas savings plan to stop accidents. "If every American will join this savings plan before the Christmas holidays, a real yuletide bonus—human life—will be paid," said Ned H. Dearborn, Council president.

The campaign has been joined by more than 160 national organizations, and by city and state public officials and civic leaders. They will enlist voluntary cooperation from every American to hold accidents to a minimum this Christmas.

Most Dangerous Period

The year-end holiday season is the most dangerous period of the year, Dearborn said, and accidents annually mar the celebration in thousands of homes. Traffic accident deaths on both Christmas eve and Christmas day are about twice as high as the annual daily average.

This year, with the holiday consisting of four days for many persons, the toll could be even higher

than the 351 traffic deaths reported during the four-day Christmas weekend last year, Dearborn warned.

"Travel is especially heavy over long holidays, which encourage traditional family get-togethers even when the members must drive considerable distance," he said. "The festive spirit of the season, plus

the normal winter hazards of bad weather, slippery roads and longer periods of darkness create added danger."

Here Are Precautions

For a safe and Merry Christmas, the National Safety Council suggests these precautions:

- Driving or walking, put the Christmas spirit of "good will toward men" into practical use by being extra courteous to others. And take your time.
 - If streets are icy or slippery, keep your speed down and your caution up.
 - If you imbibe Christmas spirit in liquid form, stay away from the steering wheel of a car.
 - Avoid home hazards, too. Don't use candles, be sure tree lights and wiring are in good condition and keep gift wrappings away from the fireplace or other source of heat.
- The hour from 6 to 7 p. m. is the most dangerous of the day or night in traffic.

State Roads Take Pounding From 81 Million Miles Daily

Texas highways take a pounding from 81 million miles a day of automobile and truck traffic, according to recent studies of the State Highway Department.

Of that amount, 47 million miles a day are driven over roads financed entirely with state funds. Federal and county funds are used in financing a portion of the remaining roads.

Recent reports show that 56 per cent of the state maintained system now is more than ten years old. It has passed the half-way mark of the 20-year life expectancy for such highways. This accounts for the large amount of current revenue that must be used on maintenance instead of new construction on the state's system.

Here Are Reactions After Car Accident

By FRANK N. MANITZAS Battalion Co-Editor

Scene: A recent-make passenger car has just run off the side of the road. It hit a culvert and toppled over on its side. It rolls. Two persons, a man and his wife, are dead. The man's body was thrown out through the open door. The woman was halfway through the front windshield. These are the reactions.

First person to the scene: "He was speeding."

Highway patrolman: "Damned fools. Fall asleep at the wheel."

Front tire: "I screamed. I tried to hold. I failed."

The man's coat: "He is still bleeding on me."

The doctor: "Nothing can be done. Try and keep the body together while moving it."

Ambulance driver: "I could vomit."

His attendant: "Let's get them in the ambulance and get outa here."

The windshield: "She screamed a little when she passed through me. I said nothing when I passed through here."

A passer-by: "Drunks, I guess."

Brakes: "He kept pushing on me. There was little I could do. The gravel was loose. We went off the road."

The gravel: "I slipped under the car's tires time and time as he tried to get back on the road."

The steering wheel: "His hands were cold as he clutched me frantically in the last few moments."

The car's clock: "It happened so fast, I lost track of time."

The car's radio: "He should have kept me on a little longer. I would have helped keep him awake."

The man's stomach: "He gave me a cup of coffee, but that was about three hours ago."

The man's eyes: "I'm open now."

The woman's brain: "She said I guess I'll have a beer. You're driving. But I went to sleep first."

Highway patrol chief: "Won't they ever learn?"

Culvert: "His car's bumper chipped me. But I got even. I turned his car a double flip."

The curve: "He didn't even see my glowing sign 20 yards ahead. Serves him right. He'll never do it again."

The mid-stripe: "I warned him many times. I kept wobbling, telling him to stop and get some fresh air. Now maybe he'll listen."

The driver's son: "If I had only gone with them. It wouldn't have happened. It's my fault."

The mother-in-law: "I knew he was no good."

The man's pastor: "I love to think of my little children whom God has called to himself as away at school—at the best school in the universe, under the best teachers, learning the best things, in the best possible manner. O death! We thank thee for the light that thou wilt shed upon our ignorance."

His God: "As for man his days are as grass; as a flower of the field, so he flourisheth. The wind passeth over it, and it is gone; and the place thereof shall know it no more."

"Wide is the gate and broad is the way that leadeth to destruction, and many there be which go in thereat: Because strait is the gate and narrow is the way which leadeth unto life, and few there be that find it."

New Death Record Expected in 1952

Deaths caused by motor vehicles were the highest during 1951 than any year and 1952 is expected to set a new record. For a 24-year period from 1927 to 1951, deaths increased from 25,800 to 37,300 during last year.

At the start of World War II, the death total dropped from 39,969 the previous year to 28,309 in 1942. The following year only 23,823 were killed by autos. Other years the number of deaths were 1944—24,282 and 1945—28,076. At the end of the war, the death total jumped to 33,411 and has been rising yearly.

U.S. Has 76 Percent Of World's Autos

The United States has 76 per cent of the world's passenger cars, according to the Automobile Manufacturers Association.

In 1940, the world total was 37,184,199 and the United States held 73.9 percentage of automobiles for the last decade with Americans driving 77.9 per cent of the world's 42,842,953 total.

The U. S. holds 42,692,591 of the 56,001,403 automobiles in the world last year. This year's percentage is expected to be larger.

Britain Leads in Export Of Motor Vehicles in '51

Great Britain is the leading exporter of motor vehicles with a total of 1,300,414. The United States is second largest exporter with 433,665 motor vehicles leaving the states during 1951.

Texas Deaths

(Continued from Page 1)

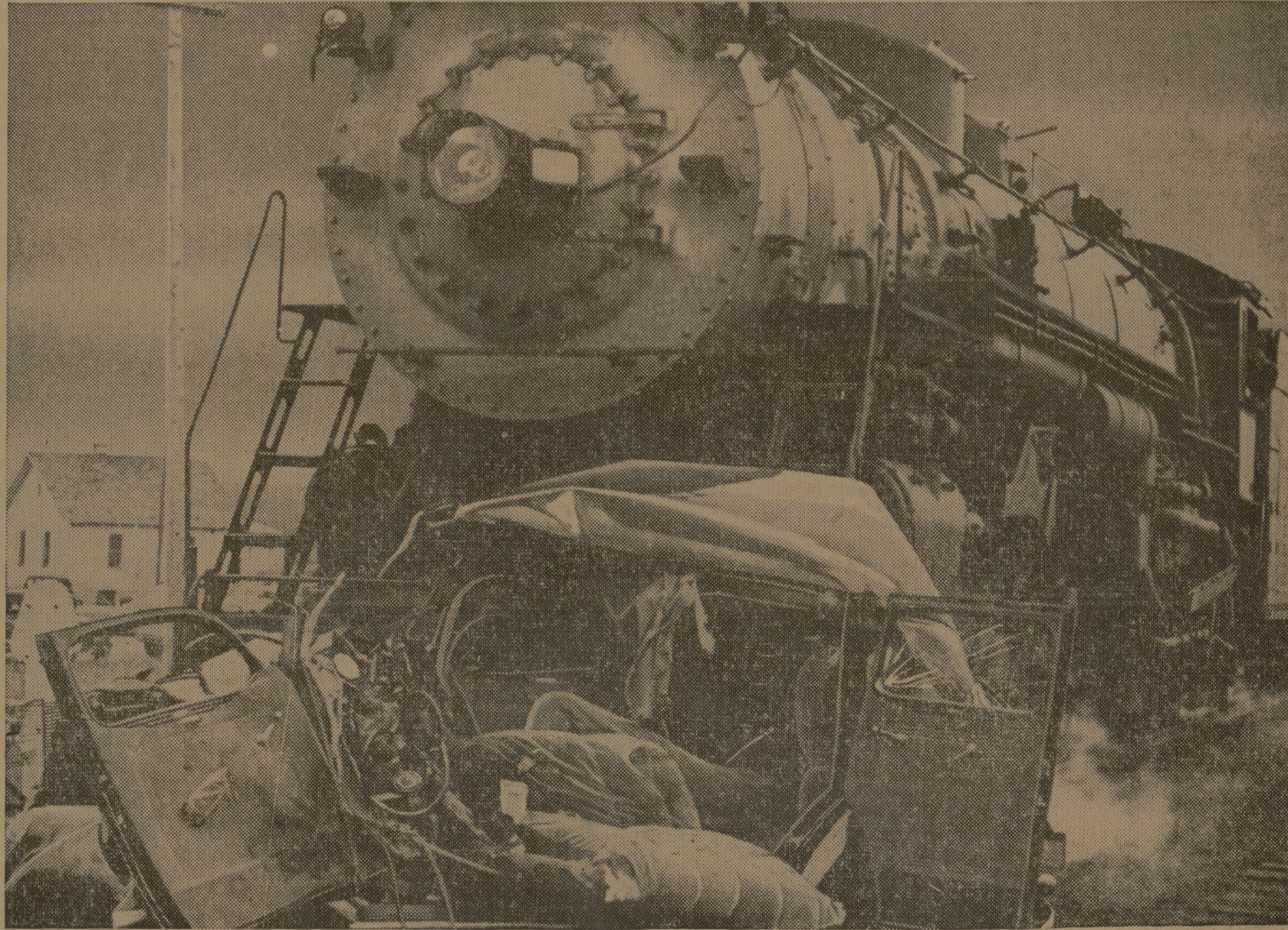
fixed objects killed 206 persons and injured 2,218. Accidents of this type totaled 5,178. Automobile crashes with other objects caused the death of 24 persons. Out of 5,662 accidents of this type, 710 persons were injured.

Overtaken Car Slaughter
Automobiles overturned in roadways to kill 77 persons and injure 681. These accidents totaled 1090. Automobiles running off roadways slaughtered 533 persons in 7,588 accidents. In this number 4,361 persons were injured.

Forty-nine persons were killed in 303 automobile non-collision accidents. From this number 188 persons received injuries.

Accidents occurring in urban areas with population of 5,000 to 10,000 have totaled seven killed and 66 injured.

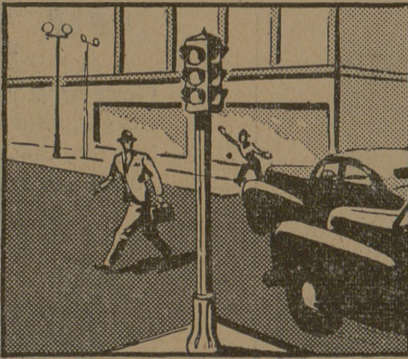
Throughout the United States, 2,546 persons have been killed and 70,025 have been injured in motor vehicle accidents this year.



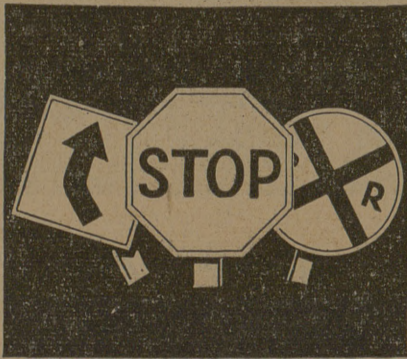
When it's a tie — you die!

Hundreds of motorists lose their lives every year in needless accidents like this. Thousands more are injured, many permanently. Not all these accidents are caused by racing a train to a crossing. Frequently grade crossing tragedies are the result

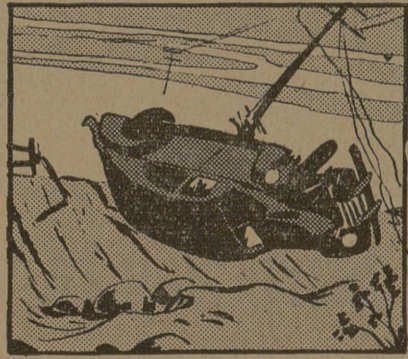
of being "half-way" careful. Take a tip from the bus drivers. They always come to a full stop, look both ways and listen. Remember, when it's a tie — you die. Be careful — the life you save may be your own.



Slow up before intersections—even when you have the right of way. It may save the life of a pedestrian who didn't see or hear you. Next time the pedestrian might be you!



All signs mean "Caution." Highway signs and symbols are there for your protection. Learn what they mean, do what they say ... it may help prevent an accident today.



Driver fatigue is a factor in many non-collision rural accidents. Before you doze yourself into the ditch, pull off the road and take a nap or stop for coffee.



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