

The Battalion's 1953 Safety Edition

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They Just Won't Listen . . .



A&M Car May Be In Fatal Accident

Mishaps Top College Age Death List

The leading cause of death for people in the college age group is accidents.

Out of every 100,000 people who die each year, 55 of them are people from 15 to 24 years old who died because of accidents.

Motor accidents were the leading killer for the college age group. Next was drowning.

Other causes, in the order of their frequency, were firearms, railroad accidents, fire burns, falls, poison gasses and Solid or liquid poisons.

One Aggie Death Possible--Hickman

By BOB BORISKIE
Battalion Staff Writer

A flood of more than 2,400 automobiles will pour from the campus for the Christmas holidays, and the odds are that at least one car will be involved in a fatal accident, said Fred Hickman, chief of campus security.

"We will be unusually lucky if we don't have some Christmas fatalities," Hickman said.

It is further reasonable to expect several other cars to be involved in serious wrecks which will result in personal injuries and property damage, Hickman added.

These statements add to figures released by N. K. Woerner, chief statistician for the state department of public safety.

Overturning Leads Causes Of Deaths

How do automobiles kill college-age people?

They kill them in all sorts of ways—overturning, hitting other cars, hitting other objects of all kinds.

The leading way automobiles kill young people is by overturning or running off the road. According to statistics, more people in the 15 to 24 age group are killed this way than any other way.

Next on death's list is collision with other cars.

Then pedestrian accidents—getting hit by a car.

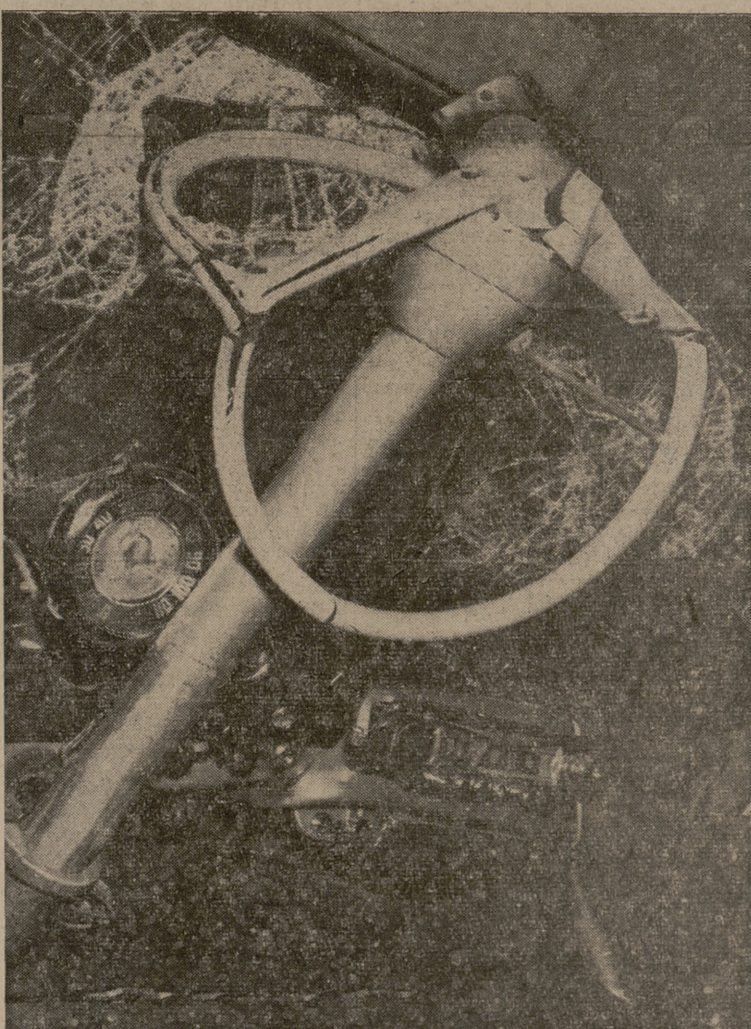
Then running into a 'fixed object'—a statistician's word for trees, light poles and telephone poles.

Next is collision with trains—not eating the engine at a grade crossing.

Collision with bicycles is next. Although this is next to last for the 15-24 group, it is first for the 5-14 age group.

Last is all other collisions—street cars, animals, and animal drawn vehicles.

When I Say . . .



During the holiday period, 190 persons will meet "violent death" in Texas, Woerner said.

Between the hours of midnight, Dec. 23, and midnight, Jan. 1, 100 persons will die in traffic accidents in Texas, he said, with 50 other deaths from miscellaneous causes, such as fires, drownings and explosions.

Murders and Suicides

Another 40 persons will be victims of homicides and suicides during the same period, Woerner said.

Auto accidents have killed 400 more people so far this year than last. Last year 38,000 persons were killed and 1,350,000 injured, according to the National Safety Council.

Up to September of this year, 27,420 persons had been killed in motor vehicle accidents. By September, 1952, 27,030 had been killed.

One Every 14 Minutes

Every 23 seconds someone somewhere in the United States last year was injured in a traffic accident. Every 14 minutes, someone died.

Every 15th death occurred in Texas.

Last year's motor-vehicle death tables show Texas second only to California in number of traffic deaths.

National Safety Council figures show 3,552 died in California traffic accidents, while Texas had 2,498 deaths from the same cause.

Two Deaths Mar Record For City

College Station has had two deaths from automobile accidents this year.

Both deaths were the result of a head-on car-truck crash on highway 6 near the East Gate. Killed were a student and his small child.

"We have had an average of three accidents a month," said Curtis Bullock, College Station patrolman.

Three cars have turned over at the circle. Most of the accidents have been caused by speeding, Bullock said.

"We had more accidents last year than we had for five years," said Bullock. "The rate is up even more this year."

He said several arrests have been made for driving while intoxicated, but charges were filed by the county.

Student Accident Increase Worries Prevention Group

By CHUCK NEIGHBORS
Battalion Staff Writer

Bennie A. Zinn, chairman of the accident prevention committee of the college, is concerned because there are more traffic accidents involving A&M students this year than last.

To remedy the situation, Zinn, who is assistant dean of men, suggests better safety education and a closer watch of campus speeders.

Another area of danger, he says, is on the playing field. When cadets play football, they should realize that serious injury may be caused because of lack of pads.

"We have had several accidents this year involving broken bones and concussions which were incurred in playing tackle football without pads," Zinn said.

Lectures Should Be Used

Physical education instructors, dormitory counselors and unit commanders should lecture student athletes on safe practices, he added.

Welcome E. Wright of the industrial education department, a member of the committee, said he

has noted a lack of adequate street markings.

"We need more stop and caution signs," he said.

Wright especially mentioned safety in buildings and said depart-

Accidents Cost You \$54.30 Yearly

The nation's accident toll for last year cost you \$54.30.

You, as a citizen of the United States, paid this figure, either directly or indirectly, as your share of the total cost of the country's accidents.

Accidents during 1952 cost the nation \$8,700 million.

This means that each of the country's one hundred and sixty million people had to pay \$54.30 as his share.

Broken down, the loss figure includes wage losses, \$3 billion; medical fees, \$600 million; insurance, \$1,300 million; automobile damage, \$1,500 million; fire damage, \$815 million; production loss, \$1,500 million.

ment heads will soon be asked to make suggestions for correcting unsafe conditions in their buildings.

"We know, for one thing," Wright said, "that the stairways on each end of the Academic building are inadequate."

The committee has accomplished one thing this year, Wright said, concerning low tree limbs and low places in streets.

Tree limbs which projected into the path of sidewalks and endangered eyes of passersby have been clipped. Low places which, when it rained, became filled with water and threatened the health of cadets, have been filled in, he said.

"Improve traffic conditions."

That is the advice of Roy C. Garrett, member of the accident prevention committee and associate professor of agricultural engineering.

To improve vehicle-pedestrian mixups during class hours, Garrett suggested that certain streets in the center of the campus be closed to traffic.

(See 'Student Accidents', Page 2)

A Home on Fire

You Watch, And You Think

By JON KINSLOW
Battalion Staff Editor

As you stand there, looking at the towering blaze that was once your house, you try and think of a million things at one time.

However, one thing keeps pounding a way in your mind, and it refuses to give you peace until you discover just what went wrong.

You never really think of these things until your house is on fire. And yet, you can be in this same position if you put off safety until it is too late.

"What did I forget?" You keep thinking. "What caused the fire that is now eating its way through the roof, out of control of the firemen?"

Maybe it was a copper penny placed behind the fuse that blew

when you overloaded the circuit. You thought fuses were a nuisance, but you never stopped to consider that they were a warning that something was wrong.

"No," you keep saying to yourself, "I think I put another fuse in the box. I'm not sure, but I think I did."

You move aside as a fireman with a hose tries in vain to work closer to the raging inferno. You hear the fire chief say something about the fire starting on the north side of the house. That's in the bedroom.

Slowly, painfully, the whole story comes into view. You visualize how the fire started. You see it just as the north wall and the roof cave in with a sickening crash. A shower of sparks towers into the sky.

"It's no use chief," one of the sweaty, dirt-smudged firemen says. "All we can do now is keep it from spreading to the other houses."

Now you think you know. That all important alarm clock that regulated your life had a bad wire on it. Sure, there was only one frayed place on it. Only one.

"I'd been meaning to get a new cord for it," you think. "Never could remember it, though. And I had to use that alarm clock."

One bad place on the cord, and it may have changed your whole life.

The fire chief comes over. "Sorry, but there's nothing we can do but put out the embers as the blaze dies down. It's just one of those things."

You feel choked, but you manage a strained, "Thanks, I under-

stand." Then you walk over to your wife. All you can do is look at each other and at the fire.

Someone says you can spend the night with them, and you nod your head.

After the trucks leave, all you can think about is that clock. The clock that once regulated your life, now disrupts it.

You try foolishly to blame the clock for your misfortune, but you know it's your own fault your house is gone. You remember the time-worn phrase, "An ounce of prevention." But there is one thing that sticks with you. You didn't have enough time for just a little safety.

You'll know better next time, but it's going to be quite awhile before a next time comes for you. Quite awhile.

Texas Is Above Average in Deaths

Texas has more accidental deaths than the average for the entire nation.

Counting accidental deaths of all kinds, the nation in 1953 had 96,000 deaths, or 61.6 deaths for every 100,000 people.

Texas in 1953 had 5,509 deaths, or 67.3 for every 100,000 people.

Firearms Still Cause Deaths

Non-motor-vehicle death rates are decreasing—except for firearms accidents.

Frequency curves show accidental deaths due to falls, burns, drowning, railroad accidents and poisons are decreasing.

But the one accidental death factor that has not decreased is firearms. The graph for firearms is a straight line, with only slight rises and falls over the years.

Slow Down, Bud!



Photos courtesy of The Fort Worth Press