Editorial Opinion

Don't Sacrifice a Future For One Burst of Speed

Three years is a long time.

Three years is most of the length of a college education. It is the length of many military service programs. Three years can be the period immediately following graduation in which a young man gets on his feet in the business or professional world.

A lot can happen in three years. Three years can mean a marriage and children. It can mean achievement and success. It can mean a new environment, new friends. Or it can mean the difference between a life welllived and injury or death.

Since Christmas vacation 1954, three years has meant just that to 56 students of the University. Seven who were living full lives, learning for their chosen careers, enjoying all the rights and privileges of Penn State students.

Seven who died violent deaths amid the thundering crash of steel on steel, the smashing of flesh and bones against unyielding concrete.

At this benevolent season of the year, we especially remember Carmen Palmiero, a promising young basketball standout, and Sidney Goldstein, a civil engineering student. The two sophomores were driving home to Philadelphia on Dec. 21, 1956, when their car crashed into the rear of a truck, killing both.

We remember Jim Snyder, the genial sports editor of the Centre Daily Times, who was driving home last Dec. 22 to visit his family in Dushore, northeastern Pennsylvania. He died instantly when his car rammed a truck head-on on Route 220 near Lock Haven.

We remember Richard Dose, an outstanding freshman wrestler, who died the day before Christmas 1954 in an automobile accident in his home town, Merrick, N.Y.

We remember thes men because we miss them, because Penn State has lost in them the character and achievement that might have been.

But more than them, we mourn for you-you, the student who this vacation may sacrifice a future for one unthinking moment, for one failure to caution yourself against the unpredictable "other guy," for one "for the road," for one burst of speed.

- All the warnings, all the statistics ,all the newspaper editorials, all the "scare" techniques failed to save the seven of your fellow University students who were

smashed to bits in auto accidents over the past three years. Only one thing can save you: individual and eternal vigilence on the highways.

Portable Coffee Break

"Bring your thermos bottle along, we're going to the HUB."

The Lion's Den in the Hetzel Union Building will be dispensing free coffee today and tomorrow for drivers to take with them for quick coffee breaks on the road.

J. R. Amacker, manager of the Lion's Den, said coffee seems to be a good safety precaution for weary drivers, and so it will be given away free to all homebound drivers who bring a thermos bottle into the Lion's Den after 5 p.m. today and from 7 a.m. to 1 p.m. tomorrow.

Why not make the Lion's Den your last stop before

Better Be Early

Don't forget Eleanor Roosevelt.

Tickets for Mrs. Roosevelt's talk, to be given on Wednesday, Jan. 8, will be available on Monday, Jan. 6, the first day after the end of the Christmas vacation.

Since there will be only about 1000 student tickets, there's likely to be quite a rush. The tickets can be picked up beginning at 8 a.m., at the Hetzel Union desk. Anyone who wants a seat had better remember to be there early, for the tickets probably won't last long.

Fifty-four Years of Student Editorial Freedom

The Daily Collegian

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ROBERT FRANKLIN Editor

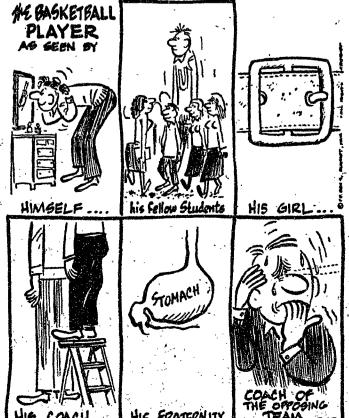


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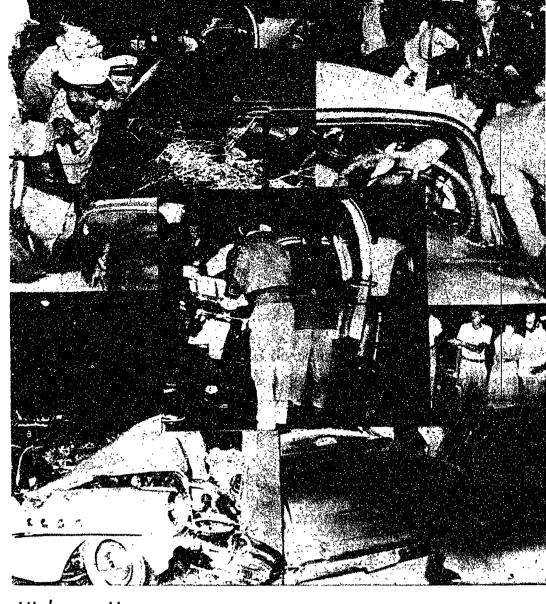
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Little Man on Campus by Dick Bibler



It Can Happen to You



Highway Horror

A Crash, a Siren—then Quiet

By BOB THOMPSON Collegian Photography Editor

A crash, a siren scream and quiet. It happens hundreds of times each day from coast to coast.

You read about it, you shake your head and forget it. You never think it could happen to you. I've seen the results of these

accidents.
I've accompanied police officers to the homes of survivors. I've seen teen-agers draw their last painful breath, then die. I've been present as the doctor pulled a blanket over a victim,

I've seen mothers in a state of severe shock as the bodies of their little children are carried off in a hearse. I've seen veteran ambulance

after poronuncing him dead.

crews cry as they removed battered, bloody bodies from mangled cars. I've seen it before, and as

long as I'm a photographer, I'll see the same sights hundreds upon hundreds of times again . again, because drivers refuse to slow down, because drivers won't yield the rightof-way, because drivers will not refuse to drive when they are

As long as teen-agers will continue to see how fast the car

will go, they will be picking up pretty 18-year-olds and placing them in the undertaker's litter, while a young driver spends the rest of his life regretting. Only when drivers stop tak-

ing "one for the road" will innocent people be spared the agony of compound fractures, concussions, scars—and worse.

Only when motorists stop driving too fast for conditions, cutting corners, letting their eyes wander off the highway, will fewer citizens become coroner's statistics.
Only caution and common

sense on the highways can stop the horror of agonized screams twisted bodies and violent

Speaking for Safety

Officials Urge Highway Care

"It took a long time for Christmas to get here—let's be careful in the few re
"Be sure your car is set for the trip.

"Be sure your car is set for the trip.

"DON'T SPEED."

"Consider all the other persons whom their injury or death would affect.

"Not enough of us realize maining days we have before beginning our vacations at home.'

wood F. Olver, director of safety at the University, in cautioning home-going stu-

Those were the words of El-

Olver urged students to observe these safety rules: • "Don't be over confident,

especially with snow tires they aren't chains.

"Don't have too many passengers in a car. •"Beware of icy spots.
•"Have proper ventilation in the car to prevent groggi-

• "Keep the windshield and other windows clean.

• "Have a spare tire that is

Colonel Lucien Bolduc of the Campus Patrol urged stu-dents to exercise care—"so you can come back," he said. "Please, please be careful on your way home," Bolduc said,

"for your family's sake as well Chief John R. Juba of the State College police stressed the importance of speed as a

factor in traffic accidents. "More accidents occur when the speed limit is exceeded

than when any other factors are the cause," Juba said, "partly because when you hurry you have to disregard other people's rights.
"It is better to be a little late," he said. "The only, place

to hurry is to the hospital after the accident."
All-University President Jay

Feldstein asked students to

the importance of driving safe-ly," Feldstein said. "If you think of nothing else this Christmas, think of the ones you love, and make it a happy one for them by getting home safely."

O. L. Shipley, director of the state Bureau of Highway Safe-

ty, said:
"I sincerely urge all students
who plan to drive home for the holidays to take it easy. If you live any distance from the campus, don't drive home immediately after the close of classes. Get a good night's sleep and start fresh the next morning. If you have a great distance to travel, don't drive too far or too long at one time. Stop for a coffee break every 100 miles or so, and make sure your car is in good shape to travel."

Liking 'R & R'

installation of the new sound system in the Lion's Den, letters have appeared in The Daily Collegian pleading the cause of jazz enthusiasts. The goal of these music-lovers is the addition of more jazz plat-ters and the strict limiting of rock and roll.

jazz fans a few questions. What determines a recording company's choice of new releases? What influences the type of discs placed on juke boxes and on sale in record shops? The answer just might be demand!

If a majority favored jazz, wouldn't the companies cater to this group? The present type of popular music is put on the market to satisfy a majority! This is shown by the rating of this music in record sales, juke box tabulations and request shows.

If the so-called "atrocities" on the HUB juke box were not liked, the juke box would re-main silent. When we frequent the Lion's Den, we are greeted by the familiar sight of students tapping their feet and snapping their fingers to the



beat of America's most popu-

arouses personal feelings.

It is not a comman feeling among rock and roll fans that

Dick Austin, Joe Cocco, James Mellow

Fine for Parking

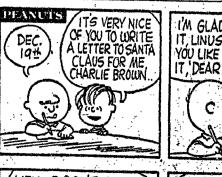
payment of a traffic fine was a personal punishment for dis-obeying a law which was put into force for the good of all. For reasons unknown to me, parking privileges on one side of West Beaver Avenue (400 block) were suspended last.

Monday and the appropriate sign was put up in place of the previous one which had read 'No Parking 2 a.m. to 6 a.m.' I was tagged, along with several other car owners, (Wednesday) morning, at a cost of \$2. It is not reasonable

that several people would pur-posely park in a "No Parking Zone" all at one time. It follows then that very likely none of us noted the new words ("No Parking at any Time") on the old sign 1 would say that I have read the old words at least 50 times as have parked on that block

hurts, especially for a college student: in the wallet.

I do not feel I am being overly critical of the situation because I know others who have had similar incidents, and this is not my first one. -Gene Poleto, '60





Cause Most Accidents 14,000 students who will be

Our record would be bad

if only one person had been

injured in auto accidents in

the past three years. But 54

University students have

been injured or killed since

the Christmas holiday in

Of the 54 students involved

in automobile accidents, seven

students were killed and 12 re-

The last fatality, a double one, to occur over the Christ-

mas vacation period occurred

when a car carrying Stanley

Goldstein, sophomore in engi-

neering, and Carmen Palmiero, sophomore basketball standout,

crashed into the rear of a trac-

tor trailer on the Pennsylvania

Turnpike as they were travel-

The cause—driver falling assleep at the wheel.

cation last year. Jack Welsh,

junior in forestry from New Castle, was killed when a car driven by a fraternity brother

left the highway and crashed

into a ditch on route 545 four miles east of State College.

What was the reason for this

accident? No reason was found

for his car leaving the road. Maybe it was speed, faulty brakes, or any of the other un-

Ann Elders, junior in home

economics from Cumberland, Md., died of a fractured skull

in May, 1956, after the car in which she was riding left the

narrow mountain road and

smashed into a tree near Plea-

The most recent death occurred after the Christmas va-

ing to Philadelphia.

seen killers.

driver failure?

These are the accidents.

ceived serious injuries.

What were the causes?

The University's more than traveling homeward today and tomorrow will encounter a number of dangerous inter-sections, stretches of highways and other traffic hazards. Some of them are:

TO THE WEST

●The curve on Route 545 in Pine Grove Mills. At least two west-bound drivers lost their lives in recent years when their cars struck a bridge abutment there.
•Route 545 through the

Spruce Creek valley is a narrow, twisting road.
• Route 322 descending to the west from Skytop is unexpectedly steep and is a rough

praces. •Route 220, a major 2-lane road, is narrow and winding in many places between Port Matilda and Altoona.

TO THE EAST

The intersection of Route 322 and Route 45, Boalsburg, has been the scene of a number of accidents among drivers who have not been able to

stop suddenly.

Devil's Elbow, the sharp bend on Route 322 as it descends to the east from the Seven Mountains. • Route 322, passing through the Seven Mountains, is poorly

surfaced in many places.

Three-lane sections of Route 322 between Milroy and Lewistown and between Lewistown and Miflintown invite speeding and indiscriminate

The Branch Road detour of Route 454 between State Col-lege and Bellefonte is narrow and twisting.

Natural Killers, **Expert Says**

Safety.
Three-lane roads account for only about 800 of the 41,000 miles of state-maintained highways, but they are far more dangerous than other types of roads. A total of 126 of the 1698 traffic fatalities in Pennsylvania occurred on those 800 The 3-lane highways most likely to be encountered by

and Lewistown and between Lewistown and Miflinburg. Shipley has listed three basic rules of safety on 3-lane

1. Never attempt to pass any

2. Never attempt to pass when there is a solid line of cars coming from the opposite directions—one of these drivers might try the same thing at exactly the same time (it hap-

the passing lane at least 75 or 100 feet back of the car directly ahead of you.

Intervarsity Christian Fellow-ship, 12:45 p.m., 218 HUB. Pennsylvania M i s s Milkmaid Committee, 10 a.m., 217 HUB Penn State Bible Fellowship.

sophomore in the division of intermediate registration from Kensington, died from head injuries received when his car failed to round a curve at Weaver's railroad crossing on route 20 west of Milesburg. It becomes evident that the causes for many of these accidents just can not be deter-

John Dortar, graduate stu-dent in mineral preparations from Barnesboro, was fatally injured in an automobile accident in November, 1957. His car crashed into the rear of a tractor trailer on the steep

grade of Cresson, Mountain 15 miles west of Altoona.

During this period, two former students also died in automobile accidents. In March, 1957, Anne Hilton from Carlyle and transfer to Dickinson College died after the car in which she was riding hit a bridge abuttment near Mount Holly and tumbled into a shallow

Clarence Getty, a transfer student to St. Francis College, died of a fractured skull re-ceived in an accident near Tyrone in October, 1956. Police said his car went off the road and crashed into a bridge. The question keeps arising. and we still have not found

the answer-what are the cau-

ses of these accidents?

Many of the accidents involving students fortunately, in a sense, resulted in injuries instead of deaths. In the same crash that killed Welsh, his fraternity brother and the driver of the car, James Burnes, suffered a severe eye injury that eventually resulted in the loss of his eye, as well as a dislocation of the right hip and cuts about the

face.
In October, 1957, three students received serious injuries Again, was it mechanical or

Why Did They Happen? another automobile driven by Gerald Bretts, also a Univer-sity student. Judith Trench fractured her left clavicle and

also suffered a dislocation of the left humerus. Diane Morrocco was taken to the hospital in a state of shock with numerous cuts of the face. Robert Teifeld sustained a con-

In this case, the human element was to blame-Brett simply lost control of his car.

In March of the same year, Glenn Weidler received a puncture wound of the left side of the head and brush burns and abrasions of the right shoulder and the right side of the face. This accident happened when the car he was riding in went off the road, hit a railroad signal standard,

bounced off and hit a utility pole and then skidded 100 feet Rebecca Zahm, former Daily Collegian copy editor, and Earl Seeley, former All-University president, were involved in an accident on the Pennsylvania Turnpike in November, 1956. Miss Zahm sustained a broken right arm and bruises of the hip and face, and Seeley suffered a broken artery above the eye, possible broken ribs and a badly bruised leg when his automobile smashed into the rear of a tractor trailer

carrying steel pipes.
Three other students were injured in November, 1956, when their car skidded on a wet road. Lynn Oberman received a minor fractured skull and facial bruises, Bernard Magdovitz received a bruised shoulder, and Susan Chapman received a possible fractured

What were the reasons for these accidents? Was it speed? Was it alsohol? Was it faulty brakes Or was it any one of the other unseen killers?

Some Spots 10,000 Killers Loose Driving 10,000 Cars Ten thousand killers, pre-sently at liberty, deceptively

normal in appearance, will take the lives of more than 32,000 Americans during the next 12 months. Who are they? They're all

motorists—and pretty good drivers, too. Why do they kill? Because they don't know that tomorrow's burst of extra speed or last month's failure to have the car properly serviced will result in death.

According to the National
Safety Council, the great bulk

of the 32,000 fatalities and 348,000 injuries on the road each year are avoidable.
Young drivers are responsible for more than their share

of accidents.
A study of two University Nebraska professors, in which they clocked cars by radar, found that drivers in the 16-25 age group have the least

Drivers 25 and under held only 17.5 per cent of the licenses among the drivers checked, but they were responsible for 36 per cent of the

speed law violations. The survey also shows that 50 per cent of the total violators were under 30 years of

To go along with the en-thusiasm of 14,000 undergrad-uates leaving State College for the Christmas vacation, here are some tips for student drivers to help them combat the dangerous effects of the holi-day mood. Students who have offered to drive friends home or have filled their cars from the "Ride Wanted" lists in the Hetzel Union Building have been asked to remember their responsibilities to their passengers and check these suggestions before leaving their class-

•Know the weather forecast

before starting any trip and learn road conditions by try-ing brakes before reaching

heavy traffic. · Check anti-freeze, battery. brakes, tires, wiper blades, heater, defroster, muffler and

• "Jack rabbit" starts on slippery pavement are risky. When starting on ice, it's wise to use second gear.

• Follow others at a safe dis-On slippery streets a light pumping action on the brakes will bring car to a safe stop.

Turn your steering wheel in the direction of the skidthe same direction the rear of the car is going—and do not apply brakes until the side-ward motion of the skid has

stopped. A pail of sand and a shovel are "must" equipment and may save a towing bill when driving near ice and snow

When stuck in a snowdrift, use a shovel first and then rock the car back and forth by shifting gears and enlarging the tire tracks each time.

Besides these bits of advice about checking on the mechanical aspects of driving, holiday motorists should observe these following suggestions about their own condition for driv-

•Be sure you're physically fit to drive.

•Be prepared mentally to drive. • Know your car and be sure it is in top condition.

Learn the fundamentals of turnpike or freeway driving. • Master the fundamentals

of night driving. Don't speed, don't speed, don't speed, don't speed.

• Remember—Christmas is a time of giving—don't take a life.

Modern Cars Need **Modern Care Habits** The winter care and feed-

ing of the family's personal transportation was once a relatively simple affair. You rubbed him down with liniment, fed him a bucket of oats, threw a blanket over him at night and made sure he hadn't stepped on any-thing sharp during the day. But ever since Henry Ford

learned how to cram a herd of Dobbins underneath a tin hood, the problem has become far more complicated. The modern automobile, for all its ruggedness and dependability, needs care. And, like its four-footed ancestor, with the coming of cold weather it demands just

a wee bit more attention.
Suppose you asked 10 top
mechanics—five from the city, five from the suburbs-how they get their cars ready for winter? What advice would

winter? What advice would they give you?

That's what a "Prestone" anti-freeze research team did recently and here, boiled down to their essentials, are the results of more than 100 years of combined mechanical knowhow. Take these experts advice to heart and you'll get where-ever you're going safely—all

winter long.

Brakes. Make sure that braking action is equal on all wheels. On a slick surface even a slight "pull" can mean a treacherous skid. Add brake fluid if needed, but if you do, find out why. Good brake fluid doesn't evaporate; if much is gone, check for leaks. Generally, front brakes wear out before rear brakes. Save money, therefore, by replacing only brake linings that are worn. Be

tering well before the first threat of frost, your mechanic will be able to give you more time (for the same money) than he can during the "first frost

haust system or muffler can cause a lot of noise. More important, a leak can bring car-bon monoxide fumes into your car. And during the winter months, when windows are of-ten closed, a carbon monoxide leak can be fatal.

quently.

Spark plugs. Periodic inspec-tion and cleaning is necessary to maintain starting efficiency and engine power. If it is ex-tremely cold, have your me-

wheel play should be checked twice a year. Make one of those

times just before winter sets in.

Tires. Check often. Tire pressure that is only 5 pounds lower than normal can shorten tire life by one-third! You're better off if pressure is a bit on the

things you have to live for.

HIS FRATERNITY

Letters

Majority Seen

TO THE EDITOR: Since the

We would like to ask these



cing a form of music, one de-nounces individual taste and

We believe enjoyment of music to be based on indi-vidual tastes. When denoun-

jazz should be done away with, but this is not true of jazz fans' feelings toward rock and roll.

-Labache Club

Dick Kruppa, Chuck Parry, Cliff Wright, Tom Thomas,

Student Protests TO THE EDITOR: It has always seemed to me that the

(both sides) almost every day this semester. All this seems to boil down to saying that anyone who is not constantly alert to the mi-nutest detail is a potential criminal and should therefore be punished where it really

I'M GLAD TO BE ABLE TO DO IT, LINUS...NOW, HOW WOULD YOU LIKE TO HAVE MESTART IT DEAR SANTA'?



3-Lane Roads

Three-lane highways are nat-ural killers.
So says O. D. Shipley, direc-tor of state Bureau of Highway

miles of 3-lane highways. students are sections of Route 322 to the east, between Milroy

car that is traveling at the maximum legal speed.

pened a few summers ago on Route 30 near Atlantic City, N.J.—10 people died). 3. If you must pass, get into

Gazette

7:30 p.m., behind Old Main, TOMOHROW State Grange Youth Commit-tee, 10 a.m., 218 HUB.

brake, too.
Cooling system. It should be flushed thoroughly before add-ing anti-freeze. And if you make it a point to do your win-

Check other possible sources of cooling system failure, too. Exhaust. A leak in your ex-

Lubrication. Change oil periodically. It's safest to follow the manufacturer's specifications, unless you live in an area with more than average dust in the air; then change more fre-

chanic change the spark plugs for ones a step higher in heat range, to prevent fouling while the choke is in operation.

Steering. Wheel alignment, wheel balance and steering

You. The most important part of your car. One good idea is to think of all the wonderful