

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.

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.

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.

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 them 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 vigilance 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 the Big Trip?

Better Be Early

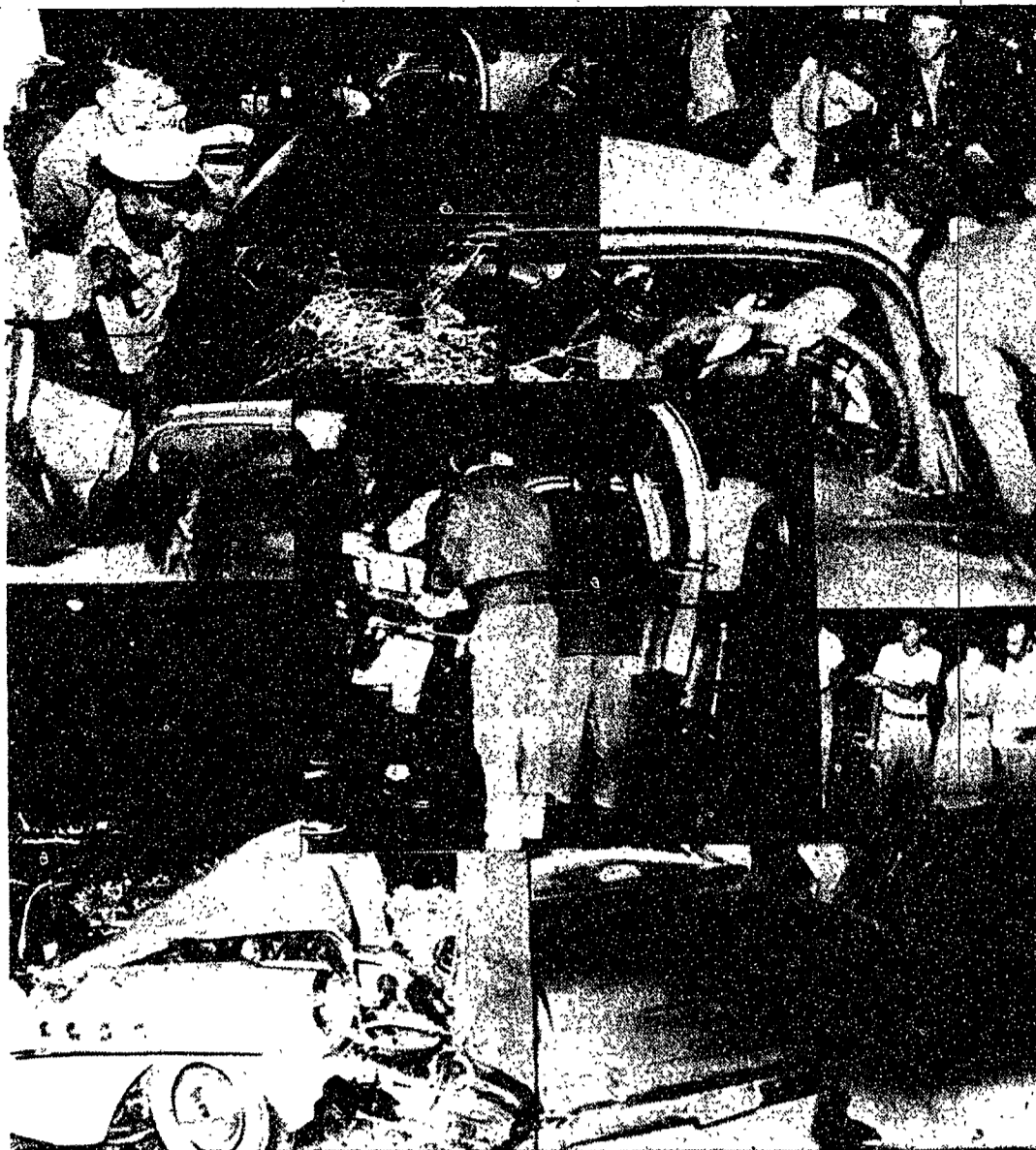
Don't forget Eleanor Roosevelt. Tickets for Mrs. Roosevelt's talk, to be given on Wednesday, Jan. 8, will be available on Monday, Jan. 6, the first day after the end of the Christmas vacation.

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.

Little Man on Campus



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.

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 taking 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 death.

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in good condition. "Be sure your car is set for the trip." "DON'T SPEED." Colonel Lucien Bolduc of the Campus Patrol urged students 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 as your sake."

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

"Not enough of us realize the importance of driving safely," 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 Safety, 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."

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 purposely 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. I would say that I have read the old words at least 50 times as I have parked on that block (both sides) almost every day this semester.

All this seems to boil down to saying that anyone who is not constantly alert to the minutest detail is a potential criminal and should therefore be punished where it really 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 Peleto, '60

Speaking for Safety

Officials Urge Highway Care

"It took a long time for Christmas to get here—let's be careful in the few remaining days we have before beginning our vacations at home."

Those were the words of Elwood F. Oliver, director of safety at the University, in cautioning home-going students.

Oliver 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 grogginess."

"Keep the windshield and other windows clean." "Have a spare tire that is

Letters

Majority Seen Liking 'R & R'

TO THE EDITOR: Since the 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 platens and the strict limiting of rock and roll.

We would like to ask these 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 demanded.

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 remain 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 popular music. We believe enjoyment of music to be based on individual tastes. When denouncing a form of music, one denounces individual taste and arouses personal feelings.

It is not a common feeling among rock and roll fans that jazz should be done away with, but this is not true of jazz fans' feelings toward rock and roll.

Student Protests Fine for Parking

TO THE EDITOR: It has always seemed to me that the payment of a traffic fine was a personal punishment for disobeying 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

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Why Did They Happen?

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 1955.

Of the 54 students involved in automobile accidents, seven students were killed and 12 received serious injuries.

These are the accidents. What were the causes? The last fatality, a double one, to occur over the Christmas vacation period occurred when a car carrying Stanley Goldstein, sophomore in engineering, and Carmen Palmiero, sophomore basketball standout, crashed into the rear of a tractor trailer on the Pennsylvania Turnpike as they were traveling to Philadelphia.

The cause—driver falling asleep at the wheel. The most recent death occurred after the Christmas vacation 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 unseen killers.

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 Pleasant Gap.

Again, was it mechanical or driver failure? In May, 1957, James Moore, sophomore in the division of intermediate registration from New 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 determined.

John Dortar, graduate student 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 Hill from Carlyle and transfer to Dickinson College died after the car in which she was riding hit a bridge abutment near Mount Holly and tumbled into a shallow creek.

Clarence Getty, a transfer student to St. Francis College, died of a fractured skull received 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 causes of these accidents? Many of the accidents involving students, unfortunately, 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 when their car was struck by another automobile driven by Gerald Bretts, also a University student. Judith French fractured her left clavicle and also suffered a dislocation of the left humerus. Diane Morocco was taken to the hospital in a state of shock with numerous cuts of the face. Robert Teifeld sustained a concussion.

In this case, the human element is 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 Seelye, 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 Seelye 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 an accident in 1955, when their car skidded on 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 thumb.

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Some Spots Cause Most Accidents

The University's more than 14,000 students who will be traveling homeward today and tomorrow will encounter a number of dangerous intersections, 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 322 descending to the west from Skytop is unexpectedly steep and is a rough road in many places.

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, is poorly surfaced in many places.

Three-lane sections of Route 322 between Milroy and Lewistown and between Lewistown and Mifflintown invite speeding and in a discriminate passing.

The Branch Road detour of Route 454 between State College and Bellefonte is narrow and twisting.

3-Lane Roads Natural Killers, Expert Says

Three-lane highways are natural killers. So says O. D. Shipley, director of state Bureau of Highway 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 miles of 3-lane highways.

The 2-lane highways most likely to be encountered by students are sections of Route 322 to the east, between Milroy and Lewistown and between Lewistown and Mifflintown.

Shipley has listed three basic rules of safety on 3-lane roads: 1. Never attempt to pass any car that is traveling at the maximum legal speed.

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 happened a few summers ago on Route 30 near Atlantic City, N.J.—10 people died.

3. If you must pass, get into the lane at least 75 or 100 feet back of the car directly ahead of you.

10,000 Killers Loose Driving 10,000 Cars

Ten thousand killers, presently 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 of Nebraska professors, in which they clocked cars by radar, found that drivers in the 16-25 age group have the least regard for speed laws.

Drivers 25 and under held only 17.5 per cent of the licenses in a group of 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 age.

To go along with the enthusiasm of 14,000 undergraduates leaving State College for the Christmas vacation, here are some tips for student drivers to help them combat the dangerous effects of the holiday 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 responsibility to their passengers and check these suggestions before leaving their classes.

Know the weather forecast

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

Check other possible sources of cooling system failure, too. Exhaust. A leak in your exhaust system or muffler can cause a lot of noise. More important, a leak can bring carbon monoxide fumes into your car. And during the winter months, when windows are often closed, a carbon monoxide leak can be fatal.

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 frequently.

Spark plugs. Periodic inspection and cleaning is necessary to maintain starting efficiency and engine power. If it is extremely cold, have your mechanic change the spark plugs for ones a step higher in heat range, to prevent fouling while the choke is in operation.

Steering. Wheel alignment, when changing, is necessary to maintain steering efficiency and tire wear. 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 hard side.

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