ROADSAFETY MAY BE ADDED

National Conference Leads To Pooled Study of Car, Driver and Highway

By E. L. Yordman

The driver, the car and the highway command the center of attention at the twenty-fifth annual National Safety Congress at Atlantic City. Stripped to its factual report but without false talk, with leading highways and safety engineers was a panel to bring before the committee a broader approach to traffic safety.

Next year, it was felt, will bring about not only an intensification of safety efforts but a much closer cooperation among private and public agencies dealing with the problems of traffic safety and accident prevention. These efforts, it was pointed out, are even now receiving increased attention and aid and education has been entered into more and more aspects of the problem. The accident problem is new, as perhaps never before in history. It is due to the increase of vehicles and the demand for more and more areas to be traveled on a national basis.

Indicative of the new trend was the formation of special national associations which, during the past year, have met to discuss the three questions that have proved troublesome for many years.

The Triple Threat
Henry H. Harrison, State Highway Engineer of Illinois, is chairman of a group that will study the relationship of vehicle speeds to accidents. Another committee, headed by Captain Arthur Roth of the U.S. Coast Guard, will look into traffic to determine the deficiency of such a study on which is a driver's responsibility. "The third committee, under the chairmanship of W. C. Goodrich of the Department of Highway Engineering at the University of Illinois, will endeavor to settle the question of what influence in size, weight and seating capacity should be placed on motor trucks.

The aim of the traffic engineers is becoming increasingly important, and within a few years, into the activities of any who will employ the services of a specially trained traffic expert, subject to inspecting new designs before they are sent to market. The Detroit, Tex., project is in the experimenting stage, and in addition to a raised median strip and separation of traffic at intersections, raised sides to prevent cars from crossing all the road as well as cross- and diagonalizing lanes so that traffic coming onto the highway will not interfere with the one-way traffic stream.

Night Driving Problems
Concerning a general impression, Elsworth Prouty, engineer in charge of the Bureau of Lighting of New York, said that highway light- ing engineers do not recommend lighting of all roads, but would recommend lighting at least the major traffic arteries. Secondary highways and lightly traveled roads do not justify lighting for safety as determined by recognized hazardous points, he declared.

The generally accepted idea that all roads are ineffective of night because they are not illuminated, Prouty said. Automatic improvements in high beams travel as much as possible, but they cannot take the place of adequate lighting of the road. In a study of highway accidents, one special lighting group found that, next to intersection, the most hazardous place of all was sharp curves and winding roadways.

A "delightful" driver, George W. Benton of the Chicago Steel Coal and Salt, as a result of some, he or she between 26 and 42 years of age, is not very rare, and is in good health.

This ideal safe driver may be partially established, but must be able to distinguish through experience and training the various traffic signal aspects." Mr. Benton aded: "He has a good memory; he has no problem, has a good memory, which enables him to react more effectively on his emergency. A driver is not a hard task. His blood pressure is not high nor sluggish, dull, depressed person, with low blood pressure tends toward accidents. Moreover, low blood pressure causes asthenia, a state of nervousness and driver diseases. Mr. Benton said:

When the work is com-

Looking down on the new Henry Hudson Memorial Bridge at Spuyten Duyvil, a part of the extension of the West Side Express Highway to connect eventually with the New Moratorium Bridge.

The New York Times

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