I1

Wylie C. IKirkpatrick. '40 Russell T. Werby, '4

William S. Kather, '40 Phelps A. Walker, '4

Robert K. Deutach, '40 Leslie A. Sutton, '4

Frederick J. Business Manager ........... ........................ Douglas G. Esperson. '38

General Manager ......................................... Ricard G. Vincens, Jr., '38

Vol. LVII January 11, 1938 No. 56

Edward P. Bentley, '38

pled fender that cars are heavy, the coefficient
on the gas. iost Techn students have worked
Summer driving is not comparable, and much
re-touched, and the popular disc wheels don't
of friction on ice is low, and speeds are hard
well as when they are stopped which brings

SAFETY DRIVING

with this stupidity.

SAFE DRIVING

WITI winter weather now well upon us,
low drivers are showing that they understand
operate their cars on snow covered or icy
roads. Safety organizations keep demanding
careless and slow, but many people, especially
learned that they no longer
ners of trying to save a second here or there
when they are driving. You may be lucky,
so far, and may be a good driver, but the only
safety is to get where you are going by
the alert and not in any more hurry than
the road and the rest of the traffic permits.

Driving on ice requires a technique that
must be consciously developed and worked on.
Summer driving is not comparable, and much
more caution must be exercised. Your car is
only under control while the wheels are turn-
ing, since with the present day brakes all
wheels may lock when the brakes are applied,
and on ice the car will go where and how it
pleases. Unless the car is out of con-
trol when the wheels are going too fast as well
as when they are stopped which brings
the additional danger of stopping too hard
on the gas. Most Tech students have worked
out all of these problems in freshman physics,
but now and then one is reminded by a crum-
pled fender that cars are heavy, the coefficient
of friction on ice is low, and speeds are hard
to judge.

Drivers can usually be straightened and
touched, and the popular disc wheels don't
break easily, but even if we care little for our
own safety, it must be borne in mind that
others use the streets and they must be
considered. One of the best policies seems
to be to assume that everyone else is entirely
crazy when learning to drive, and to keep
away from any accident that might result
from this stupidity.

It has been found to be much easier to
remember to drive more cautiously than to try
to forget the horror of a fatal accident. For
all the rush and hurry there may be in get-
ting things done in school, there is seldom any
nate that is worth a human life. Every
year we are realizing life is increasing and
more and more people feel they must rush in order
to get things done. To all the truth in this
theory, driving on ice is no place to prac-
tice it.

Every newspaper we read contains the
story of men killed in battle or of movements
to keep them from being slaughtered, while
gains on the streets drive down the street twice
as fast as we should with innocent people on
all sides who owe their safety to our careful
driving. It is often horrible enough when it occurs across the Atlantic or on the
opposite side of the world, but it does not

compared with the pangs of death before our
very eyes.

It is your duty to control your car at all times. You can see the line in acci-
dent that is your fault. Drive more slowly,
start to stop twice as soon, but above all be
carefully conscious.

WATER, WATER, EVERYWHERE

NO EXCUSE

TECHNOLOGY's geniuses may explain
wonders throughout the world, but bar
own back yard has been neglected. After
every rain, and especially during the seasons
when snow is melting, there are large puddles,
too large to be avoided, in the path of many
who use the parking facilities. A little water
here and there is explainable, but there are
certain parts of the area that become flooded
with water an inch deep at the slightest
provocation.

Friday of last week there was an amazing
amount of water, probably partly trapped by
a firm base of solid ice that clogged the drains,
and not the fault of planning. That was too
bad for those who did not have over-sized
holes to protect against two or three inches of
water, or for those who happened to step insecu-
rely on a submerged piece of ice. Occasions of
that sort can not always be avoided, but the
regular large puddles are a nuisance to
operators of trying to save a second here or there
when they are driving. You may be lucky,
so far, and may be a good driver, but the only
safety is to get where you are going by
the alert and not in any more hurry than
the road and the rest of the traffic permits.

Driving on ice requires a technique that
must be consciously developed and worked on.
Summer driving is not comparable, and much
more caution must be exercised. Your car is
only under control while the wheels are turn-
ing, since with the present day brakes all
wheels may lock when the brakes are applied,
and on ice the car will go where and how it
pleases. Unless the car is out of con-
trol when the wheels are going too fast as well
as when they are stopped which brings
the additional danger of stopping too hard
on the gas. Most Tech students have worked
out all of these problems in freshman physics,
but now and then one is reminded by a crum-
pled fender that cars are heavy, the coefficient
of friction on ice is low, and speeds are hard
to judge.

Drivers can usually be straightened and
touched, and the popular disc wheels don't
break easily, but even if we care little for our
own safety, it must be borne in mind that
others use the streets and they must be
considered. One of the best policies seems
to be to assume that everyone else is entirely