

Traffic Conference Delegates View Safety Exhibition

(Continued from page one)

than the figure of about 110 feet which would be expected in figuring from the results at the lower speed. (Reaction distance increases directly with speed, but braking distance increases with the square of the speed. So, with twice the speed, the braking distance would be four times as great—30 plus 80 or 110 feet would have been expected.

However, it appeared to this reporter that the driver, anticipating the shot, started automatically to slow down before it was fired, and thus may not have been going 40 miles per hour at the time (although he may have been traveling faster than 40 mph before slowing down, and had to slow down to reach that speed.

In the second part of the demonstration, passing conditions were not as favorable as desired, despite blockades on 15th and 18th avenues. Cars pulling out from parking lines interfered with the trials, decreasing accuracy.

In the two attempts at passing a police car going 20 miles per hour, it took the second car 8½ and 8¾ seconds respectively to pass. At 30 mph the car was unable to pass in the distance available.

The figures obtained at 20 miles per hour were slightly less than the 9-second standard figure, ac-

SU Board Changes Committee Names; Hears Reports, Social Hour Plans

Names of two Student Union committees were changed at the Wednesday meeting of the Student Union board.

The concert committee has been renamed the music committee which the Board considered to be a more appropriate name for its activities. It handles all "live" music programs.

Recorded music committee is the new name for the old Music group which handles the record listening room.

Reports were heard from the forum committee, the faculty card committee and the record lending library committee. The SU board treasurer, Jane Wiggen, also submitted her monthly report.

The board was informed of a SU social hour held Thursday evening at 7 p.m., in the Dad's Lounge.

Board Chairman, Ralph Hillier, told the group dances will be held in the SU ballroom during the state basketball tournament for high school students and University students who wish to attend. The Eugene Active club will handle most of the arrangements for the program.

Traffic Judge Rejects Alcometer Evidence

NEW HAVEN, Conn. (U.P.)—Judge Harold E. Alprovis ruled in city court that an alcometer—devised by Yale—is not enough to convict a driver of being drunk.

The judge dismissed a charge against William E. Smith, 22, because the prosecutor lacked corroborating evidence.

The alcometer is a device which measures the percentage of alcohol in the blood.

United Air Lines applications of stewardesses are now being accepted and processed for vacancies for the spring and summer. Minimum qualifications include: height 5 ft. 2 inches to 5 ft. 7 inches, single, age 21 to 27, excellent health, public business experience may be substituted for educational college credits of less than two years. If you enjoy travel and meeting the public call at the nearest United Air Lines office for application forms, or write to United Air Lines Personnel Department, 411 Douglas Building, Seattle, Washington.

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Conference Schedule

Schedule on the traffic court conference's last day:

9 a.m.—Traffic court procedures (panel discussion)

11—Traffic court violations bureau (address by James P. Economos, director of the American Bar association's traffic court program)

1 p.m.—Answer period (by three traffic court experts from Chicago. Delegates had turned in questions concerning traffic court problems on "This is what I want to know".)

2—Uniform traffic ticket practices (addresses by Economos and Robert L. Donigan, counsel for the Northwestern university traffic institute)

3—Presentation of certificates of participation.

Opening sessions of the conference Wednesday morning being held in Fenton hall were attended by Oregon Governor Douglas McKay, Supreme Court Justice James T. Brand and Attorney General George T. Neuner.

According to the narrator. At that speed, he said, a car would travel 350 feet before another could pass it. "People who think they can pass another car in the distance of half a city block are either ignorant or just don't care," he said.

'Accurate Enough' The tests were not completely accurate, Eugene Police Chief Ted Brown said later Thursday, but they were accurate enough to show the distance required to stop a car.

According to police charts, a car traveling at 20 miles per hour on dry pavement (the pavement Thursday was fairly wet, but the friction was about the same as that on dry pavement, the narrator stated,) is going 29 feet per second. It will travel 22 feet from the time a driver receives some kind of warning-to-stop signal, and an additional 21 feet, for a total of 43 feet stopping distance.

At 70 miles per hour, Brown said, a car is going 103 feet per second, and will travel 77 feet while the driver reacts, 251 feet braking distance, or 328 feet in all.

Tacks Halt Traffic

GANDEVILLE, W. Va. (U.P.)—Vandals carpeted roads around this little community with tacks and roofing nails. Garages did a booming business changing tires. A funeral procession bogged down when five automobiles were stopped by punctures.

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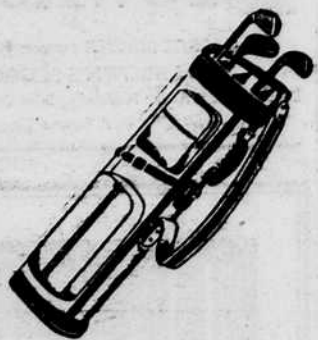
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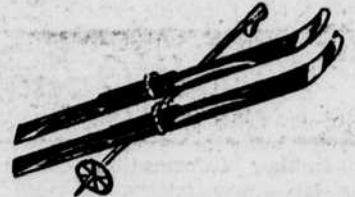


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