

Freeways, High Horsepower Said to Cut Down Auto Crashes

Editor's note: Following is the last in a series of articles on highway accidents, based on a three-year study by the U.S. Bureau of Public Roads.

By LOUIS CASSELS
UPI Correspondent

Washington—(UPI)—A three-year, nationwide study of automobile accidents has blasted two popular myths about highway safety.

One is that modern super-highways are more dangerous than ordinary roadways.

The other is that high horsepower can be blamed for many accidents.

The reverse is true in both cases, according to the U. S. Bureau of Public Roads, which has just completed the most comprehensive research project on highway safety ever undertaken.

The bureau found that modern controlled-access highways are "at least two and one-half times safer than ordinary highways."

Some of the best sections of controlled-access highway, such as those found on major turnpikes or in the growing interstate highway system, have accident rates only one-fifth as great as the national average for all highways.

Narrow Roads Dangerous

At the other extreme, the bureau's study showed that the accident rate, per vehicle mile of travel, is sharply higher than the national average on highways that are less than 24 feet wide. This finding is particularly ominous in view of the fact that about 30 per cent of the state primary highway systems now serving intercity traffic have surfaces only 20 feet wide.

The bureau's study covered 3,700,000 vehicle-miles of actual travel, by all types of cars and drivers over many different sections of open highway in all parts of the country.

One finding, which the bureau itself described as "somewhat surprising," was that lower horsepower cars had "significantly higher accident involvement rates than the higher horsepower cars."

Higher At Night

Cars with less than 110 horsepower had the highest accident involvement rate, both for day and night travel. Their accident rate was "exceptionally high" at night.

There was no support in the study, however, for any contention that "the greater the horsepower, the greater your safety." The daytime accident involvement rate remained nearly constant at all horsepower levels above 120. In other words, cars with 250 or 300 horsepower got into proportionately as many accidents as those with only 120 to 150 horsepower.

And at night, the highest horsepower cars had an accident involvement rate somewhat higher than those with moderate horsepower.

The bureau offered no interpretation of these findings.

Other safety authorities say that a certain amount of reserve horsepower increases safety by enabling a driver to pull out of tight spots more quickly. But if extra horsepower tempts a driver to excessive speeds, particularly at night, it can be a hazard.

The bureau's analysis of thousands of accidents showed no significant relationship between make of car and accident involvement rate, other than the matter of low horsepower.

But it demonstrated a close correlation between a car's age and its probability of getting into an accident. Cars less than three years old had much lower accident rates than older cars. Those more than 10 years old had an accident rate 250 per cent higher than new cars.

The bureau's report, more than three inches thick in mimeographed form, contains hundreds of other findings that will doubtless be studied closely by highway planners, automobile manufacturers and state officials.

Shifting to Portland, there are a few examples.

Sliding is a "far more serious factor in highway accidents than is generally realized." Routine maintenance operations should be used as a low-cost way of applying new, slick surfaces to slick stretches of road.

There is urgent need for better brakes on nearly all models of cars. The trend toward smaller wheels has reduced braking surfaces at the very time when the growing weight and horsepower of cars requires improved stopping ability.

Seat belts would greatly reduce the number of injuries and deaths in automobile accidents, if Americans could be persuaded to install and use them. But "the public now seems unwilling to pay for seat belts or submit to the inconvenience of using them."

Better windshield wipers and defrosters—including the rear windows—would substantially improve auto safety at modest cost.

Larger, more readable highway signs and better roadway markings would help to reduce accident tolls of busy roads.

Considering the much higher accident rates of younger drivers, states should consider raising the minimum age for driving licenses.

A central clearing house should be set up so that each state can check, before acting on an application for a driving license, whether the applicant has had a license revoked or suspended in any other state.

Safety education must hammer home to all drivers the truth that "it can happen to YOU!" A recent survey revealed that nine drivers out of 10 rated themselves as "above average" in driving skill, and unlikely to have an accident. This kind of complacency keeps drivers from exercising the continual, alert, intelligent care that makes for true safety on the highways.

BANZAI THE HORSES

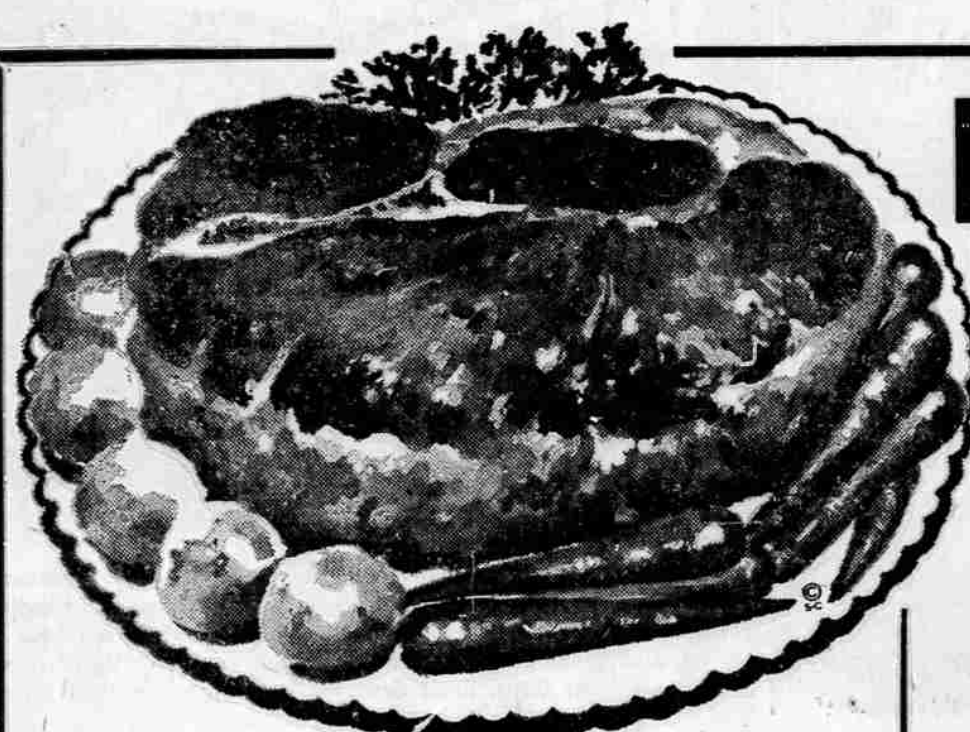
Tokyo—(UPI)—A crowd of 2,200 police and volunteers waved flags and shouted "banzai" most of Wednesday on the grounds of the imperial palace—to condition the imperial horses for the wedding procession of Prince Akihito, April 10.

Ravenna in Italy, once a leading Adriatic port, now is about six miles inland.



OK MARKET
Again Opens
the Season with
the Season's
Best Buys!

PLUS SILVER DOLLAR STAMPS



Beef POT ROAST

Good or Choice
Blade—Round Bone
7 Bone Cut

59^c
lb.

Nebergall's SALT PORK

Fine for Flavor

29^c
Lb.

Swift's Premium Skinless

Wieners

47^c
pkg.

Nebergall's PURE LARD

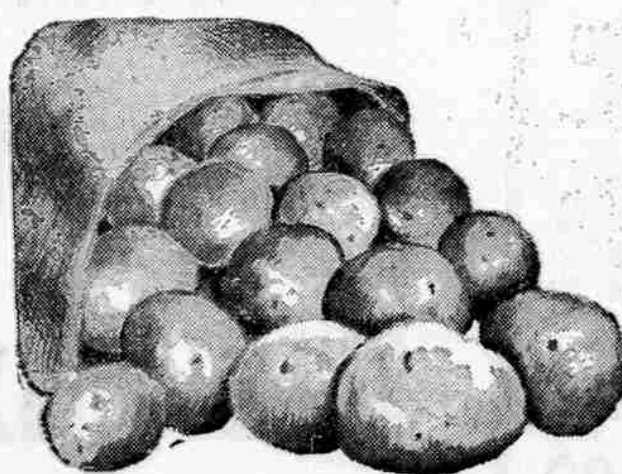
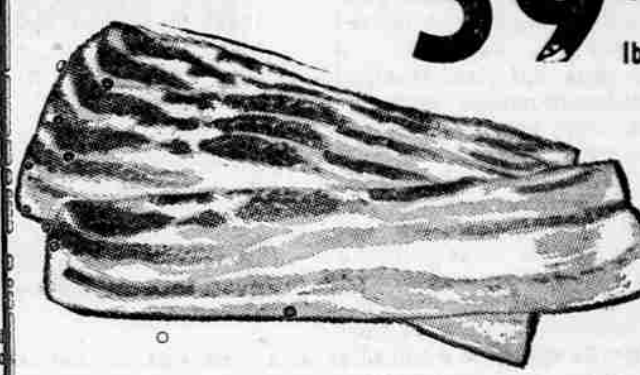
97% Digestible
NO LIMIT

2⁹
LBS

NEBERGALL'S BREAKFAST BEEF BACON

Good for Pork or Fat-Free Diets

59^c
lb.



SPUDS

U.S. No. 1

10³⁹
LBS

ORANGES

Large 88 Size, Juicy Sweet Valencia

Real Breakfast Treat
5⁵⁹
lb. bag

Patterson's BAKERY

1242 North Central Medford

• The TWISTING PROCESS IS NOT NEW to Patterson's Bakery or their customers.

• Patterson's use only High Protein Flour for BETTER EATING... NOW Double-Wrapped for lasting freshness and loaf protection.



Buy
Patterson's
Bread
At Your
LOCAL
GROCERS

SPECIALS FROM NALLEY'S VALLEY

JUMBO BOX



Contains 3
25c Bags
Crispy—Tasty

Only

49^c

Reg. 59c



Nalley's Lumberjack

SYRUP

22-oz. Decanter

39^c



TANG

Salad Dressing

49^c qt.



CHIP DIP

Clam, Garlic, Dill Pickle, or French Onion

Flavor, Reg. 59c

2 for \$1

Mustard

Cream Style or Horseradish

20-oz. Jars

3 ONLY 79^c

SMOKEHOUSE BEANS

Oregon's 303 Size

5 cans \$1⁰⁰

FRISKIES CAT FOOD

REDEEM COUPONS HERE

3 for 29^c

With Coupon on Page 4B This Paper

HEY KIDS! OK Springtime Special

120 Cat-Eye

MARBLES 25^c

Fresh EGGS

Large AA

2 Doz. 99^c



Morning Milk

3 FOR 47^c



Your Choice:

2 Bunches

• CELERY

• Leaf Lettuce

Endive
Romaine
or
Red

19^c



1903 NORTH RIVERSIDE