

Parking Meter Patrolmen Have Their Problems Too

By R. GREG NOKES
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The parking meter patrolman is not a popular man, and he knows it.

Everybody hates him — old ladies, young ladies, cab drivers, merchants, newspaper reporters and so on.

If all of humanity has one thing in common, it is the desire to cheat the parking meter patrolman.

Few moments are as satisfying to the average citizen as those times when he realizes that he has succeeded in parking at an expired meter without getting caught.

Few moments are as frustrating to him as those times when he returns to his car and finds a little yellow envelope glaring at him from under his windshield wiper.

The experienced parking meter patrolman knows that the average citizen will pay a \$15 speeding fine almost without protest, but that the same citizen will rant and rave till his ears turn purple before he'll pay a 50-cent meter ticket.

It all adds up to the fact

that the meter patrolman is engaged in a constant and sometimes vicious battle with many segments of humanity. He is trying to do his job; and everyone else is trying to stop him.

It is a lonely battle; he is greatly outnumbered. And, it requires all his skill and know-how if he is to hold his own.

Most people ignore the fact that the meter patrolman had nothing whatever to do with the invention or installation of parking meters.

Most policemen, in fact, have a great dislike for parking meters and would rather be engaged in a running gun battle with a merciless killer than handing out parking meter tickets.

But someone has to do it. One of Medford's finest was reminiscing the other day about some of his past experiences as a parking meter patrolman. Experiences, mostly, that he would like to forget.

This officer was, to his great delight, relieved of this duty several years ago.

Our friend cited the downtown merchant and his employees — as among the craftiest of foes the meter patrolman must deal with. And, he noted ironically, it was the downtown merchant for whom parking meters were originally installed.

In pre-parking meter days, he explained, downtown merchants and his employees would park their cars all day long in front of a store — usually a competing store — leaving the potential customer no place to park.

The parking meter was designed as a means of preventing this. Most meters in the downtown area have a one-hour parking limit, meaning that a motorist can park his car for just one hour in any parking space, and no longer.

If he decides to stay longer, he could be cited for overtime parking.

The average downtown merchant did not take kindly to this, and when he spotted a meter patrolman ticketing his car, he would ask the patrolman how he could be so sure that this was the same

car that had been parked there an hour earlier.

Chalk Mark

The resourceful meter patrolman then devised the simple, but effective, "chalk mark." Then on his next time round, if the car was still there, he would ticket it.

Our friend countered this maneuver with a technique that could be called "write and run." He would look down a particular street and read the license plates of as many cars as he could see that were in violation, and write all the tickets ahead of time.

"Then," he said, "I would take a deep breath and run down the street as fast as I could go, pausing only long enough to put a ticket under each windshield wiper." It worked.

But, the downtown merchant is not the only member of society that presents a continual challenge to the meter patrolman.

There is the teen-ager who thinks it funny to stay about one car ahead of the meter patrolman and put pennies in expired meters just as the patrolman is getting ready to write a ticket.

He-Man Type

There is also the he-man type who parks his car at a meter, gets out, kicks the meter until he hears something break, and then goes on about his business.

Of course, this is the same gentleman who comes to the police station a little bit later, complaining about all the broken parking meters in town.

And, there are the people (usually women) who park their cars at a meter, and knowing they will be gone for more than an hour, they leave some additional change on top of the meter, assuming the kind-hearted policeman will put it in for them instead of giving them a ticket.

Now, if the officer puts the money in the meter (which they used to do), and the meter still expires and the woman is cited, he is accused of stealing the money.

Or, if he doesn't (the present policy), he is accused of being thoughtless and inconsiderate. Or, then again some-

body else might take the money and the officer will be accused of being a thief anyway.

There are others.

It would be extremely easy for a meter patrolman to develop a persecution complex. He can't help but feel that everyone else, with the possible exception of his wife and children, is against him. And he may be right.

If there ever is a meter patrolman who is loved and admired by the general public, it would be highly doubtful that he is doing his job.

So you see, it's just not in the cards for the parking meter patrolman to be a popular man.

Accidents Blamed For 92,000 Deaths In U.S. in 1960

New York, N.Y.—About 92,000 persons died as the result of accidents in the United States in 1960, it is reported by statisticians of the Metropolitan Life Insurance Company.

Last year's accident toll was about the same as that in 1959, but was about 1,500 more than in 1958, the statisticians point out. However, when account is taken of the increase in population, it appears that some progress has been made in reducing the accident hazard. Provisional figures indicate that the accident death rate last year dipped slightly below the all-time low of 52.2 per 100,000 population established in 1959.

Motor vehicle accidents

were responsible for the loss of approximately 38,000 lives last year, or a few hundred more than in 1959. This rise reflects the increase in the amount of travel; the motor vehicle accident death rate per 100 million miles of travel in 1960 may set an all-time low of 5.3.

Accidents in and about the home took 26,500 lives last year, an increase of approximately 500. The annual toll from public accidents other than those involving motor vehicles continued at the level

of about 16,500. The number fatally injured in accidents arising out of and in the course of employment in 1960 was little different from the figure for the year before—about 13,800.

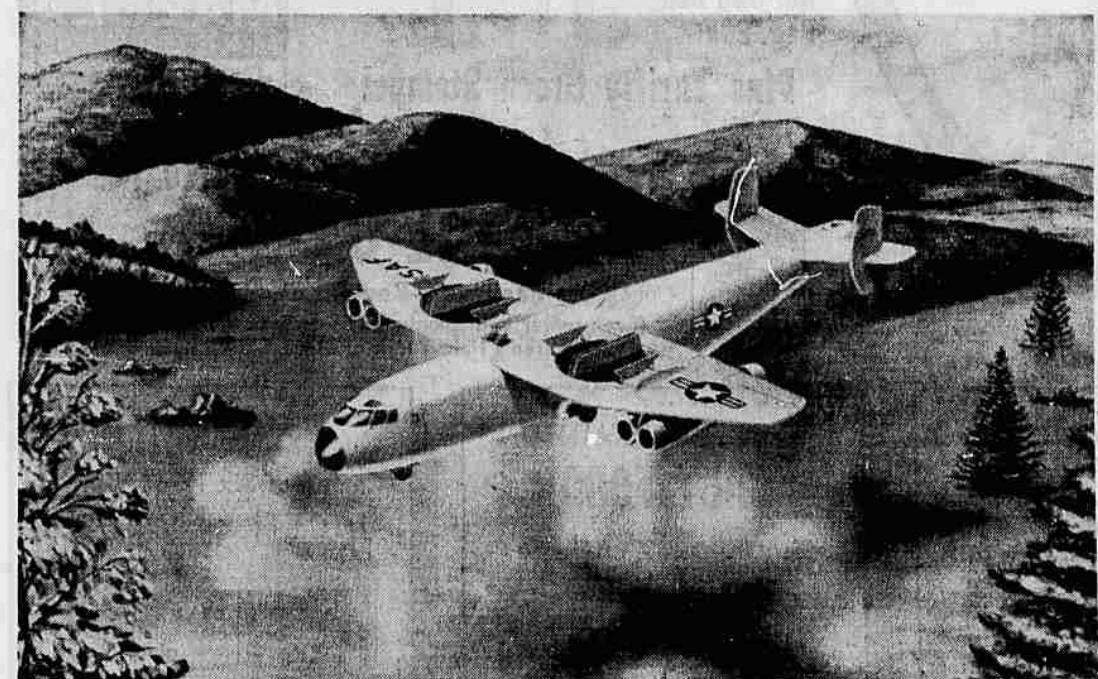
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VERTICAL PERFORMANCE—In this artist's sketch, a military transport plane capable of taking off and landing vertically was envisioned by a Republic Aviation Corp. engineer. Aerodynamicist Elliott Kazan told delegates to the Institute of Aero Space Sciences that such an aircraft would be a practical means of meeting logistic and troop-

carrying requirements at forward air bases where facilities are limited. Powered by six turbo-jet engines, the transport would achieve vertical rise through lifting fans in each wing. The VTOL transport would be capable of altitudes of up to 3,600 feet and would have a ferrying range of 3,000 miles. (UPI Telephoto)

Principals To Talk With Recent School Graduates

Corvallis—Principals of Oregon high schools have been invited to Oregon State college Feb. 11 for conferences with their recent graduates on high school preparation for college and on college progress and problems.

OSC started the interviews nine years ago to help spot and correct weaknesses in the college's orientation program for new students, and to help the high schools evaluate their college preparatory programs.

Findings over the years have prompted significant changes and improvements in both the college and high school programs.

The interviews were started on an eight-school experimental basis, but the plan met with such approval that the number has steadily increased. This year, some 60 high schools are expected to be represented.

Under the program, the principals or their representatives have individual, voluntary interviews with their former students. Talks center around the student's appraisal of his high school training in relation to his needs in college, and his comments on the college's counseling and orientation programs that are designed to get students "off on the right foot" in college.

After the interviews, the high school representatives and college officials review comments and recommendations made by the students.

Dallas Norton, college personnel coordinator and acting director of admissions, is in charge of the program. College students from the various high schools help arrange the interviews for their principals.

Little Rock is on the Arkansas river. It also has six lakes.



ON FBI'S LIST — William Chester Cole, above, described as a vicious and brutal armed robber, has been added to the FBI's list of "Ten Most Wanted Fugitives." Cole, 22, was serving a life term when he and six others escaped from a prison camp in Port Myers, Fla., by sawing through prison bars with a smuggled hacksaw. (UPI Telephoto)

Portland Advertising Man Receives Honor

Portland — Donald Ostensoe, 32, has been named "Advertising Man of the Year" at the Oregon Advertising club's fourth annual Gold Ribbon Awards banquet here.

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