

Human Failures Overshadow All Other Causes Of Highway Accidents

A newly appointed safety official for the Motor Vehicles Department has discovered that probably human failure overshadows all other factors in producing highway accidents.

Assistant Commissioner for Highway Safety Ralph L. Howland, a former industry safety director, said this week that enjoyment, efficiency and safety on the streets and highways depend upon the driver.

"We know that a driver's intelligence, sense of responsibility and reaction under stress affect his performance. To these factors we must also add the state of his physical health. A driver, like a car, performs much better when he is in first class condition."

Howland warned all drivers that illness such as flu, infections, upset stomach, fever and allergies can reduce or even destroy one's ability to drive safely. Alertness may be decreased, clearness of vision reduced, judgment lessened and reaction time slowed.

"Worry, headache, indigestion, a sore throat or an aching tooth can be so distracting that they can seriously affect driving ability and contribute to mishaps," Howland said.

"No person who is seriously worried or in a state of health which might distract his mind from the important task at hand should drive. To drive in today's heavy traffic you must be in top condition physically and mentally," he said.

CLEAR VISION

"The recommendation of eye doctors for an eye check-up at least every two years is more than advertising," Ralph Howland, newly appointed safety commissioner for the Department of Motor Vehicles, said this week. Howland said the importance of good seeing cannot be over-emphasized when practically every action a driver takes is based upon what he sees.

He went on to say that a person's vision changes constantly. "Some changes are temporary, caused by fatigue, excessive smoking, maybe even a cold or hay fever. But of greater importance are the subtle changes that occur with the passage of time. Visual acuity, night vision and glare recovery all deteriorate with age. Many eye disorders can develop which, if neglected, may

prove serious," Howland said. "Periodic examinations, like doctors recommend, can detect these conditions in time for them to be corrected in most cases. And that means safer drivers."

Howland said that eye specialists had listed the following good vision factors and their importance to safe driving as:

1. Visual Acuity — Best defined as "see-ability," the basic ability to see and distinguish objects.

2. Form Field of Vision — The ability to see objects out to the side while looking straight ahead. This is what enables the driver to see hazards off to one side.

3. Binocular Vision — The ability of both eyes to work together as a team. The failure of the eyes to work together, due to muscular deficiencies, results in undue eyestrain and distorted vision.

4. Depth Perception — The ability to judge the position of objects in space, the relationship and distance between them and their relation to the viewer. It is important in judging following distance, safe passing space and clearances when driving.

5. Color Perception — The ability to recognize and distinguish between red, green and yellow.

6. Night Vision and Glare Recovery — The ability to see in dim light and to quickly regain normal night vision after looking

Barrett Rites Held Monday

Funeral rites for Thomas L. Barrett, 89, of route 3, Cherryville, father of D. J. Barrett of Kings Mountain, were held at 2 p.m. Monday from New Prospect Baptist church, interment following in the church cemetery.

Mr. Barrett died at 12:55 Sunday morning in Cleveland Memorial hospital. He had been seriously ill for about five weeks.

Other survivors include three sons, Lester Barrett of Lenoir, Phillip Barrett of Brookford, and T. L. Barrett of Brookford; six daughters, Mrs. James Whitworth of Waco, Mrs. Hillard Moore of Marion, Mrs. A. P. Lawing of Maiden, Mrs. Euzee Marling of Brookford, Miss Claudia Barrett of Newton, Mrs. Allie Watson of Reidsville; two sisters, Mrs. P. C. Beattie and Mrs. Abe McSwain of Shelby and a large number of grandchildren and great-grandchildren.

A Britisher over 21 years of age is eligible to become a member of the House of Commons.

at a bright light is important to safe night driving.



SELECTED — Charles W. Lingerfelt, son of Mr. and Mrs. John F. Lingerfelt, Jr. of Longwood, Fla., has been selected for training at Amarillo AFB, Texas, as an AF Aircraft structural repairman. A 1965 graduate of Lynn high school, he completed basic training at Lackland AFB, Texas. Mrs. Lingerfelt is the former Margaret Ellison of Kings Mountain.

Tar Heels Get Pointers On Long Life

WINSTON-SALEM — What does bedroom furniture have to do with living longer?

North Carolina's sizeable furniture industry — and thousands of future Tar Heel heart attack victims — may have a special stake in the outcome of a heart researcher's doctoring up a bed.

"It's a bedtime story called 'Hope for Hearts,'" says Dr. Maxwell Little, Bowman Gray scientist who is chairman of the North Carolina Heart Association's Research Committee.

Tomorrow's heart attack victim may not only have his heart replaced but also his bed, if research currently being carried on by an American Heart Association investigator proves fruitful.

Many scientists around the world are working to develop heart substitutes. Some are concerned primarily with the design of a suitable artificial organ — looking for the best shape and material. Others, like Dr. John C. Schuder, an electrical engineer at the University of Missouri School of Medicine, are engaged principally with the problem of developing a trustworthy power source for substitute hearts — whatever shape they may finally take.

Dr. Schuder, under a five-year grant from the American Heart Association, envisions a radio-powered artificial heart, driven by two stationary coils — one buried under the chest wall, the other placed just above it outside the chest. A battery and other electronic circuitry worn by the patient would produce radio energy to drive the coils, which would then activate the heart.

During the day, Dr. Schuder's electronic gadgetry could be

strapped to the body or carried about in a special vest of some kind. At night, the patient would shed his external coil, batteries, and circuitry like so many articles of clothing, and take his rest in a special bed encircled by coils of wire.

The interior decorating problems raised by such a bed Dr. Schuder leaves to others.

At this stage the experimental "bed" is a huge crate of wood lats, and its occupant a dog eating a bank of electric light bulbs strapped to its back. Instead of activating an artificial heart, the coils around the dog experimental "bed" and those in its chest feed power to the bulbs which serves as a "dummy load."

The experimental results thus far give Dr. Schuder confidence that it is possible to transport sufficient amounts of energy to power the heart of a slumbering patient.

Could constant exposure to radio waves at the required energy level damage body tissues?

Dr. Schuder believes not. He cited an experiment in which one dog has been continuously exposed for 37 months to an electro-magnetic field at a power level adequate to drive an artificial heart in a human. No damage of any kind has been observed so far.

Currently, with Heart Association support, Dr. Schuder is working on problems of the internal linkage between the inner coil and the artificial heart. The energy received by the coil inside the chest must be converted into mechanical energy to activate the heart substitute. Several possible conversion systems are now being studied in order to determine which will be the most suitable.

Since the beginning of its heart

research support programs, the American Heart Association and its affiliates have allocated more than \$110 million for research, including about 2.7 million Heart Fund dollars to North Carolina Scientists.

Dr. Schuder, a newly-appointed Established Investigator of the American Heart Association, is the first electrical engineer ever to receive this five-year grant.

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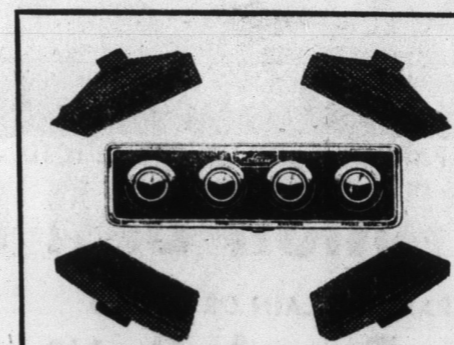
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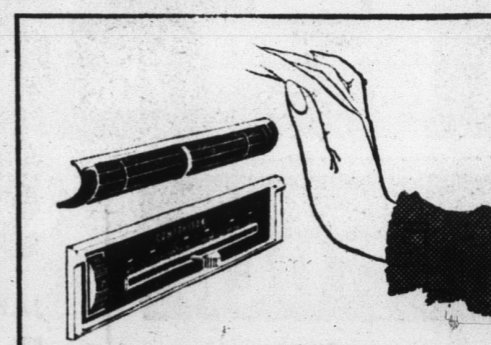
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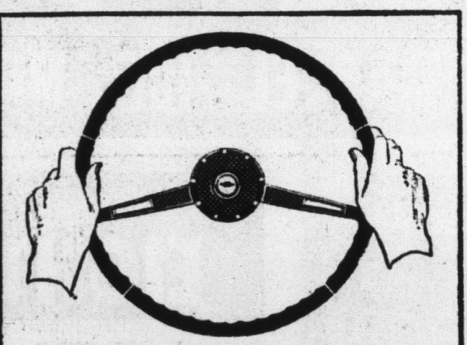
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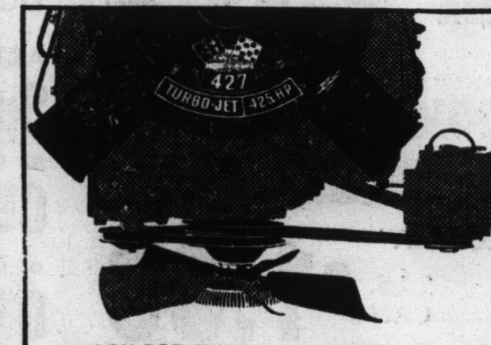
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