

# Free Wheeling

By BILL CROWELL

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VERSE . . . I can't recall the origin of this gem, but then neither could J. P. Brady of the Frank-  
lin Press in whose weekly news-  
paper column it recently appear-  
ed:

"Mary had a little lamb,  
That awfully dum, and so,  
It couldn't tell the red from green,  
Nor which was stop and go.  
It followed her to school one day,

A silly thing to do,  
Was caught between the red and  
green,  
And now it's mutton stew."

HOW TO . . . There are at least 11 ways to get yourself knocked off at a railroad crossing, according to nationwide studies conducted by railroads.

Here's how:  
1. The motorist sees the train approaching but misjudges his speed and distance. He thinks he can get across, but fails.

2. The motorist races the train to the crossing and misjudges both his own speed and distance and those of the train.

3. The motorist waits for one train to clear the crossing, then without taking proper precaution immediately starts across the crossing, and either strikes or is struck by a train approaching from the opposite direction on an adjacent track.

4. The motorist is so familiar with the crossing, having passed over it hundreds of times, that he uses no caution whatever.

5. The motorist fails to observe and obey warning signs and signals.

6. The motorist has defective eyesight, defective hearing, or both. Or he is otherwise deficient mentally or physically and should not be licensed to drive.

7. The motorist has too much alcohol in his system and is incapable of determining what should or should not be done when approaching a crossing.

8. The motorist, driving at night in an unfamiliar location, drives at a speed too great in such circumstances. Consequently, he cannot stop in time when a railroad crossing appears ahead.

9. The motorist drives a car with

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## MOTOR MAIDS



### Safest Roads Control Access

By Jeanne Smith, Dodge Safety Consultant

ALTHOUGH it's commonly believed that four-lane divided highways are the safest roads on which to travel, a recent study reveals that such roads can be highly hazardous — unless they have controlled access.

A survey by the Michigan State Highway Department establishes that four-lane divided highways without access control are among the most dangerous roads to travel.

On the other hand, four-lane divided highways, with control of entrance and exit, are four times as safe as other highways, the study shows.

John C. Mackie, Michigan state highway commissioner, says the study indicates that four-lane divided highways, without access control, give the motorist a false sense of security.

"Such roads," he points out, "encourage travel at high speeds because they separate traffic and provide additional room for maneuverability. However, they still subject the motorist to friction from vehicles or pedestrians moving in and out of roadside services, business establishments and residences.

"They require stop lights at major intersections which vastly increase rear-end collision potential. They also require left-turning in the face of oncoming high-speed traffic.

"In short," Mackie says, "although they are capable of carrying a greater volume of traffic than a two-lane highway, they still expose the motorist to the same hazards, at a higher rate of speed, as the obsolete two-lane highway they were designed to improve upon or replace."

Mackie believes that the present controlled access highway system in Michigan, along with the 900 miles of proposed similar highways, will save more than 50 lives the first year, and at least 2000 accidents.

faulty brakes or other defects and is unable to stop in time.

10. The motorist fails to take into consideration prevailing weather conditions and does not exercise care to avoid skidding onto railroad tracks.

11. The motorist allows distractions of one kind or the other to take his mind from the important business of driving.

SUDDEN THAWT . . . He who drives at excessive rates sets the pace that exterminates.

NIX . . . Anyone who has ever written a story for publication has at one time or the other got a rejection slip. Here's one a Chinese editor sends writers whose stuff he can't use: "Illustrious brother of the son and moon — thy honored manuscript has deigned to cast the light of its august visage upon me. Never have I encountered such wit, pathos and lofty thought. With fear and trembling I return it. Were I to publish such a treasure, the emperor would order that nothing inferior to it should appear hereafter, and the publishing business of all China would be dormant at least 10,000 years."

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# Budget Planning Helps Family Fill Its Needs

"Careful planning is the best way for families to get the things they need and want most from their available financial resources," says Miss Mamie Whisnant, home management specialist for the N. C. Agriculture Extension Service.

Because of the great increase in consumer credit, many observers feel that installment buying has reduced interest in family budgeting. However, easy availability of consumer credit does not reduce the need for financial planning in order to make the family dollar stretch as far as possible, points out Miss Whisnant. In fact, budgeting helps families to understand how much they can afford to undertake in the way of credit purchases or to lay aside sums for future needs.

To help families plan for large expenditures studies based on actual family experiences of the useful life of various household furnishings and equipment have been made.

These studies indicate that washing machines used by one owner last about nine years. Electric refrigerators, electric or gas ranges last about 15 years. Wool rugs can be expected to serve one owner about 14 years. All used items last about half as long as new ones.

Individual care and upkeep given a particular item also causes variations in the length of use. The lure of new models and economic circumstances also influence the length of time these items are kept.

## LONG MEMORIES

The memories that seem to last the longest with a certain type of people are the shortcomings of their acquaintances.

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