

Always Refreshing When Shopping Is Done..



The Best Part Of The Meal

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556 Lose Licenses In November For Drunken Driving

By ARTHUR T. MOORE
Director Mechanical Inspection Division

Prior to the enactment of the "safety glass law" during the 1935 General Assembly, one of the greatest dangers a motorist was exposed to in a wreck was flying glass.

You motorists, who are old enough to remember, can think back and visualize the wreck scenes you witnessed at that time. Cuts, slashes, open wounds, blood and more blood were the results of flying glass from broken windshields and side glasses. Numerous deaths—needless deaths—resulted from loss of blood or open wounds that became infected.

One wreck scene comes to my mind very vividly: A young man and his girl friend, who were to have been married shortly, were out riding on one particular rainy night; due to the inclement weather, they had the side glasses up. They were butchering no one, only enjoying a nice ride at about 25 miles per hour. Suddenly, two drunks in a car came up from their rear and crashed into their car. The young man's head went through his left side glass and almost slashed his head from his body. His death was instant. The young girl received minor cuts from the flying glass.

This tragic death was unnecessary; had there been safety glass in good condition in that left door, the young man would probably have had only a knot on his head, and no doubt would be alive today. Because of accidents like this, the law relative to safety glass was enacted.

Safety glass is two pieces of good grade plate glass put together in a sandwich fashion, with a layer of clear plastic between, and then treated with heat for about two and one-half hours, causing the glass to thoroughly adhere to the plastic. This glass will break when pressure beyond its tensile strength is applied, but loose pieces will not go flying about, because the glass is thoroughly anchored by the plastic.

If one side of the plate glass is broken (cracked), the strength of this piece is reduced by one-half. When both sides are broken in a

parallel break (crack) the pieces are then held only by the thin layer of plastic. The danger of pushing a leg, arm, or head through the glass in a wreck is in proportion to the number of cracks in the piece of glass. Any break or crack in any one of the glasses defeats the purpose of the Safety Glass Law.

At times, for various reasons, a portion of one or both pieces of the plate glass will break adhesion with the plastic. When this occurs, the glass will become fogged or discolored if air gets to the area, and circled if the air does not get to the area. Either way, the area will become larger as time goes by. In addition to distorting or obscuring the vision, there is the added danger that in a wreck that portion of the glass not adhered to the plastic will break and fly loose, again defeating the purpose of the law.

Motorists who are operating vehicles without any glass in their doors or windshields should bear in mind the dangers of substituting tin, cardboard, or any other non-transparent material in lieu of glass. Safe driving depends to a great extent on unobstructed vision, and besides, it is unlawful to operate a vehicle with these substitutes for safety glass.

Since the mechanical inspection program has been in effect in North Carolina, the Mechanical Inspection Division has had numerous letters and queries concerning the necessity of safety glass. Many motorists have become irate because they were forced to replace broken or discolored windshields and side glasses. The Inspection Requirements state that any vehicle originally equipped with safety glass must have it before it can be given its approved sticker. Vehicles manufactured prior to 1936 were not made with safety glass; therefore we do not require that the original glass in these vehicles be of the safety nature. However, if one of the original glasses is broken, and has to be replaced, then the replacement must be of safety glass. Naturally, all vehicles made since 1936 come equipped with the safety glass.

The Inspection Division has made an effort to arrive at a formula for determining when a vehicle should be rejected because of the unsafe condition of its glass; to date, we have been unable to reach a satisfactory solution. We merely have to depend on the judgment of the inspectors, who

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Charles Edgar Miller of Warne, student at Alabama Polytechnic Institute, Auburn, is among the 428 candidates for degrees who will graduate at commencement exer-

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