

# Forceful Physician Writes Forceful Note On Accident Controls

Editor's Note: Dr. Lenox Baker is head of the orthopedics department in Duke Hospital. He is one of North Carolina's most dynamic citizens, although he was borrowed from Texas. The wide range of his interests is well known to hundreds of thousands of North Carolinians. Recently, when asked to make a speech on traffic safety before a medical group he wrote State Health Officer Dr. Roy Norton the following letter, explaining why he should not make such a speech. But then he did go and make the speech, which elaborated on the suggestions included in this letter. We commend it most heartily to the person seriously interested in making the death toll less on our nation's streets and roads.

By Lenox D. Baker, M.D.

Dear Roy:

Thank you for asking us to speak before the Conjoint Session in Asheville on highway accidents. As you know, we begged off this privilege last year. To be frank, I cannot generate any enthusiasm about discussions of the problem, am not convinced that such discussions are of benefit, and do not go along with an educational program idea. Therefore, I should not be the one to do the job.

For what they might be worth, my reactions to the highway accident problem are as follows:

1. Have a rigid inspection program and get the jalopies off the highways.
2. Clear the highways of all trucks loaded in excess of what they can keep moving at a steady rate on hills and otherwise.
3. Stop giving drivers' license to morons.
4. Get all distracting lights well away from the highways, particularly those whose beams interfere with highway signs at night, and doubly so when the highways are wet and reflect the lights and signs.
5. Allow no highway commercial signs other than those parallel with the highway.
6. Get tough in regard to drivers' licenses.
7. Let all traffic violations carry a suspension of driver's license for a number of days equal to the dollar total of the fine levied. Let the suspension not only include the driver but the involved vehicle as well. In many instances this will

mean cancelling drivers' licenses, if necessary, permanently.

8. Cut down on the number of access roads.
9. Add widening lanes to channel all turn-off traffic out of the main flow at least 100 yards before reaching a turn-off.
10. Convert many of the present STOP signs into YIELD signs, which can be done easily where lanes are provided for turn-offs. (This alone could in the main, relieve us of the overplayed, dramatized whiplash comedy of errors.)
11. Inform someone in the Traffic Department that approximately 5 percent of all males are color-blind and make it mandatory that all green GO lights are aquamarine with no yellow.
12. Acquaint some of the professional workers in the safety program with the fact yellow attracts attention quicker than any other color. (With this a known fact, the safety people are changing former yellow and black STOP signs to red and white. A color-blind driver does not necessarily see the red sign.)
13. Allow no commercial signs

along the highway to use any color, particularly in lighted signs, that is used for traffic signals.

You probably think, well, he's written a paper. But this is a "get tough" approach, and no one would like it and it would only meet criticism.

It should be pointed out that if an automobile will travel 100 miles an hour, someone, as long as his gonads are function, will drive it that fast. Unfortunately when I reach 50 years of age I found that I had dropped down to 50 miles an hour. Now that I have reach 60 I find that I am driving about 40 miles an hour. Presumably I shall continue to deduct one mile per hour for each year of age and eventually shall be going about 25 miles an hour and shall be causing more accidents that we have doctors to treat the patients.

Which reminds me, the man driving too slowly is a more reckless driver than the man driving too rapidly; so treat them alike and fine one just as quickly as you fine the other. These slow drivers fall in the category of accident-causers as much as the drivers described as follows: "I don't mind the urban drivers; I can even cope with the suburban drivers. But oh, those bourbon drivers!"

Someone else described one of the major traffic hazards as follows: "Driving with one hand,

## Spend The Clothing Dollar Wisely Advises Extension Expert

Clothes play an important role in the lives of most families. From a health standpoint they protect the body. They can also serve as great morale builders because suitable, attractive and well cared for clothes gives confidence and self respect to the individual.

Miss Mary Em Lee, clothing specialist for the Agricultural Extension Service at N. C. State, says families are often judged by the clothes they wear. "Fortunately, it's not the amount of money spent on clothing or the size of the wardrobe that determines where a family is well dressed or not," she adds. "If a family plans carefully, they can have appropriate clothing for every occasion with comparatively few clothes."

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heading down a church aisle. The question is, will he walk or will he be carried?"

Pleased pardon the long harangue but I wanted to get the subject off my chest. Also, I enjoy discussing such matters with you as you always straighten out any errors.

As ever yours,  
(Signed) Lenox

spent on clothing should be the aim of every member of the family, Miss Lee points out. A wise family makes every dollar count by applying these three important practices — make a clothing plan, watch your P's and Q's (price and quality) when buying clothes, and care for clothing properly.

Miss Lee states that the secret of a family being well dressed at small cost is to plan the wardrobe carefully, wasting nothing, and making the most of what every member already owns. Clothing is expensive and a well made plan will help prevent unnecessary and careless buying. Remember that impulse buying will leave its mark on your wardrobe. If practiced, you will end up with a large assortment of perfectly good clothes that will not go with anything else.

Every member old enough should have a part in planning the clothing budget. The first step in making a plan is to analyze the family activities in terms of clothing.

After the clothing needs are determined, an inventory of the present wardrobe is important to give the family a clear picture of the clothing you have. Put your plan on paper by listing all clothing on hand. Divide the clothes into three groups—those you will keep; those you will re-style, remodel and repair; and those you will discard or give away.

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