

# Free Wheeling

By BILL CROWELL

**GOOD PRACTICE** — A steady diet of "moderate driving is recommended for a healthy, happy existence on North Carolina highways.

Moderate driving, if you don't know, means driving neither too fast nor too slow and in keeping with state speed limits, the traffic low and weather conditions. Whether you're a dyed-in-the-wool speeder or a chronic slow poke it's likely that sooner or later that law they call average will catch up with you. Or maybe a highway patrolman.

In the Motor Vehicles Department computers tell us that "driving too fast for conditions" is not only the leading cause of fatal crack ups, but also is a contributing factor in a host of other traffic mishaps.

Slow drivers, too, account for their share of the accidents.

But of the two classes, speeders are by far the most dangerous and produce the deadliest accidents. The proof? Well, last year there were 1005 death-dealing traffic mishaps in North Carolina, 438 of them caused by speeding. The best recommendation for speeders is — don't!

Abnormally slow drivers tend to hamper the traffic flow, particularly on mainline thoroughfares, and cause congestion. They can set up an accident by creating a "blow the top" atmosphere among drivers all along the line of traffic. Sightseers or others who prefer to amble along should confine their trips to lesser traveled roads. Those with mechanical trouble and trying to make a garage should keep to the right as far as possible and wave other cars around.

Moderate driving is a practical way to cut down the accident toll. It means pacing your driving to traffic around you, gear your speed to prevailing road and weather conditions.

A good rule of the thumb has been coined by Highway Patrol

Sgt. Lloyd Burchette who pilots No. 1, the state's handsome official limousine. "If on the open road many cars are passing you, then probably you're traveling too slow. And if you are passing many cars, chances are you're going too fast," says Burchette.

As a further incentive, keep in mind that moderate driving is much less fatiguing and adds much to your motoring pleasure.

**SUDDEN THAWT** — Money may make the mare go but the installment plan runs the cars.

**FABLE** — A mule and one of the small cars met one day on the highway and stood for some time looking at each other. Finally, the mule said, "I beg your pardon, but I'm a horse. May I ask who you are?" The small car replied, "I'm an automobile." Whereupon both laughed heartily.

**State Wins Safety Award For '59 Year**

North Carolina and seven communities received "Certificates of Achievement" awards Friday for their efforts toward accident prevention and traffic safety planning last year.

In a wire to Major Charles A. Speed, director of the State Highway Patrol's safety division, National Safety Council officials said the state and community awards were given for "balanced and outstanding traffic safety programs as reported in the 1959 Annual Inventory of Traffic Safety Activities."

Major Speed said that 49 states and 1158 cities participated in the 1959 inventory which is the only national yardstick to evaluate traffic safety activities. He said the inventory service provides a detailed and continuous guide for accident prevention and performance standards each city and state should strive to meet.

Major Speed is North Carolina's inventory representative.

The state award was given for maintenance of accident records and traffic education in the schools. The rating means an achievement of 80 per cent or better of the program evaluation. Accident records are maintained by the State Department of Motor Vehicles in a section headed by Ollis D. Griffin. The school traffic safety program is a function of the Department of Public Instruction under John C. Noe.

Tar Heel cities and towns which receive certificates included Burlington, Elizabeth City, Fayetteville, Greensboro, High Point, Smithfield and Statesville.

In addition to the National Safety Council awards, further recognition will be given some of the cities and states at a later time, Major Speed said.

The American Bar Association will present awards for outstanding traffic court programs, the American Association of Motor Vehicle Administrators for driver licensing, the Institute of Traffic Engineers for traffic engineering, and the International Association of Chiefs of Police for police traffic supervision.

The state's driver licensing program under Elton R. Peele has previously won AAMVA's "Outstanding Achievement Award," while the State Highway Patrol has for the past three years been judged first in the nation by the police chiefs association.

**State Leads In Farm Deaths**

North Carolina has the unwelcome distinction of leading the nation in accidental deaths from blows on the farm.

The state had 10.3 per cent of farm deaths from blows during the period 1949-57, report statisticians of the Public Health Service.

And North Carolina is in fifth

place for drownings on the farm, with 21.4 per cent of the totals.

Here are some percentages on accidental deaths: By causes, for the Appalachian region (N. C., Ky., W. Va., Tenn., and Va.)

Machinery — 26.92; drownings — 15.57; firearms — 14.35; falls — 9.92; blows — 8.64; animals — 5.68; burns, 5.43; electricity — 2.64; lightning — 2.96; other — 7.89.

Three out of four farm families enjoy an accident-free year. What can the individual farm family do to remain one of the "happy three?" A three-point program of safety is suggested:

1. Face the fact that hazards do exist.
2. Remove hazards that can be removed.
3. Recognize that you'll have to learn to live safely with many hazards.

More teenagers are killed accidentally than in any other group. For the 1949-57 period, the percentages of teenagers was 18.09, compared to all other age groups. It moved up to 20.64 per cent in 1958.

Death rates associated with machinery, drownings, firearms and electricity are increasing; those associated with animals, falls, lightning and burns are decreasing.

The week of July 24-30 has been set aside as Farm Safety Week. But why wait until then to plan to join the "happy three" out of four families?

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## Buy Shoes To Fit Feet

It is estimated that the stress and strain put upon feet is the equivalent of 250 tons to the mile. It is no wonder that weight improperly balanced, tight shoes, or wrongly shaped shoes cause so much damage.

Outgrown shoes are the worst offenders in causing foot defects. The rate of growth of children's feet requires new shoes every one to six months. In large families shoes are handed down and this is another major offender in ruining children's feet.

Miss Mary Em Lee, clothing specialist for the N. C. Agricultural Extension Service, says the foot of a child is soft and pliable so that the muscles or bones are developed any way they are molded.

Miss Lee says that children's shoes are the most important item of their clothing and no care should be spared in fitting them correctly. There are five points to observe in fitting a baby's shoe.

1. The shoe should be long enough to allow for foot development.
2. The toe should be wide enough to permit freedom of movement and to allow the toes to spread when the weight of the body rests on them.
3. The toe should be deep enough to avoid pinching.
4. The instep should be loose enough to permit free blood circulation. Too tight an instep in a baby's developing foot presses the bone on the arch out of shape and cramps the foot.
5. The heel should grip the foot firmly to prevent heel rotation in walking.

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