



Taboos of the Road

by Katherine Taube and Jane Darger

WHENEVER YOU drive a car you do many things which are indications of your general ability as a driver—things which would be interpreted by a psychologist in neat little columns of statistics, or in terms which would tell you whether or not you were up to par. Improving your driving should be one of the results of your becoming more accident conscious, as organizations of all sorts are trying to impress upon you these days.

To the countless questions of "Could the accident have been prevented?" the answer of the National Research Council in nine out of ten cases is "Yes!" The Council ascribes about 90 percent of accidents to the driver. In the intense emphasis placed on physical and mechanical aspects of safety the human element, the psychological factor, has been forgotten.

Dr. A. R. Lauer, associate professor of psychology at Iowa State College, deduces the following facts from observation and examination of over 10,000 drivers: "More persons violate traffic ordinances inadvertently than wilfully. A study of accident spot maps will convince most anyone that situations which seem well protected by safety devices are often potentially dangerous. It is necessary to study drivers to find out what defects lead to accident situations. Faulty physical conditions of the highway can be remedied only when this is known."

It is with the idea of finding out why accidents occur and at the same time to inform drivers of their weak points and how to overcome them that driving tests have been developed.

Four weaknesses are responsible for much highway trouble according to Dr. Lauer:

1. The driver does not see or hear the warnings given because of defective eyes or ears.

2. The driver does not see or hear warnings and signals because his attention is diverted to other things or because he does not interpret them.

3. He does see signs but is unable to comply with the regulations because of faulty manipulation or poor control of his car.

4. He did see and hear the signals and could have stopped but purposely drove on thinking either it didn't matter, this time wouldn't count, or he could get

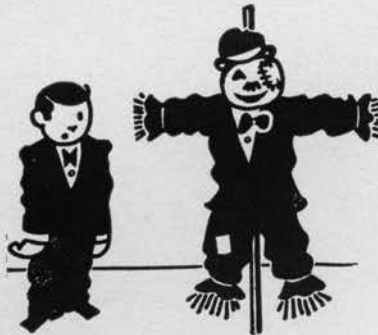
by with it. These we ascribe to poor attitudes and lack of intelligence.

The best records for safe driving have been made by people between the ages of 25 and 35. Those who are most active and strongest, who are not too emotional or excitable, nor too lethargic, of average intelligence and with some education on the high school level and who have had considerable driving experience and are physically fit in every respect make superior records.

"Further years of driving is not a criterion of experience, but miles of driving per year is one of the best indications of safe driving ability. The driver with the greatest number of miles, other things being equal, is the one who has fewest accidents. We need to analyze the driving responses of the average driver to bring him to higher efficiency while on the road," says Dr. Lauer.

On this campus, where cars are a rarity among the women, questioning revealed that they are quite conscientious about how they drive when they have the opportunity.

Miriam Eller, H. Ec. Ed. Jr., when



asked if the recent epidemic of highway accidents affected her driving or her reactions to riding in cars replied, "I don't drive as fast and I am more watchful for traffic signals and signs. I would rather drive myself than ride with fast, careless drivers."

Marian Weinel, H. Eq. Jr., also says she tries to drive more carefully after hearing of several accidents. She too dislikes to ride with careless drivers.

Mabel Sherrill, H. Ec. So., thinks that driving tests are an excellent means toward highway safety. She is more careful when driving after she has been concerned about some accident.

Harriet Dawkins, H. Eq. So., com-

ments, "Ever since I met a car which was going around a truck on a curve, I have watched my driving more carefully. It was too close to forget right away!"

Elaine DeBerg, Diet. So., applied her observations to the campus when she said that "slippery streets always make me more conscious of the danger crossing on Lincoln way near the dorms."

"It does not affect me unless I see the accident," answered June Chloupek, H. Ec. So., when asked if accidents made her more conscious of her responsibility.

You may aid in accident prevention by being sure that the car you drive is in perfect order and that you yourself are psychologically alert.

Campus Contest

by Eunice Anderson

HOW would you like an opportunity to design a dress for the heroine of a novel? This opportunity is open to all college students talented in the art of dress design in the *Design for a Living Contest* which is sponsored by *Mademoiselle* magazine.

Contestants are to create a perfect accessory dress for that ambitious young career woman who is the heroine of Sara Penoyer's popular book, *Polly Tucker, Merchant*. The search is for a perfect summertime dress which will carry our career girl to her office, to lunch with someone who must be impressed, to a party on "big business" and probably to dinner and a show in the evening. Just like all coeds and career women, Polly must be well but not too expensively dressed every minute of the day and evening.

The cleverest campus creator will be presented with her design made up by Bonwit and Teller. The next five winners will be awarded a four-yard length of the fabric in which they submitted their design.

Contestant design sheets and swatches of fabric to be used may be obtained by sending a stamped, self-addressed envelope to *Mademoiselle*, 1 East Fifty-seventh street, New York City. All entries must be mailed on or before midnight, March 15.