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North Carolina's State Highway Patrol Celebrates its Silver Anniversary July 1

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GOVERNOR WILLIAM B. UMSTEAD

"As Governor of North Carolina, I am keenly interested in highway safety. One of the greatest threats to North Carolinians today is the toll of highway accidents. The deaths, injuries, and property damages resulting from these accidents should concern every person in our State." [Message from Governor enclosed with 1954 license plates.]

"The number of deaths on the public highways of North Carolina has been reduced more than twenty-five per cent as of this date [April 30, 1954], compared with the same period last year, and about the same reduction has occurred in accidents. We are using every means at our command to try to make our highways safer." [Letter from Governor to Editor of THE GRAPEVINE, Trenton, N. J.]

"In the final analysis, the reduction of the slaughter and injury of our citizens and the destruction of property on our highways depends in a large measure upon the citizenship of the State. When fully aroused, the people of North Carolina can do much to make our highways safer. . . ." [Inaugural Message to General Assembly, January 8, 1953.]

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COVER

Shown on the Cover are the ten 25-year veterans of the State Highway Patrol—those who were among the Patrol's original 37 members and who remain in active service today. They are: the Patrol's Commanding Officer, Col. James R. Smith (seated, center); Maj. D. T. Lambert, director, Enforcement Division (seated, left); Maj. W. B. Lentz, director, Communications and Transportation Division (seated, right); and (standing, left to right) Sgt. G. R. Duncan, in charge of District 2, Troop D, headquarters in North Wilkesboro; Tech. Sgt. W. W. Stone, Troop C headquarters, Greensboro; Capt. S. H. Mitchell, commanding Troop A, headquarters in Greenville; Capt. A. W. Weleh, commanding Troop C, headquarters in Greensboro; Capt. D. G. Lewis, commanding Troop E, headquarters in Asheville; Tech. Sgt. R. S. Harris, Patrol headquarters, Raleigh; and Lt. S. D. Moore, executive officer of Troop D, headquarters in Salisbury.

Commissioner Edward Scheidt

Former FBI Executive Uses Education, Scientific Enforcement, and Psychological Warfare To Cut Down Tar Heel Traffic Fatalities

By EDWARD LANE-RETICKER, Assistant Director, Institute of Government

When Ed Scheidt retired from the FBI about a year ago, he was offered a number of important jobs in government and industry. Only 50 years old, Scheidt had served the FBI as a special agent-in-charge longer than any other man. While in charge of the New York office from 1946 to 1952, he had directed and participated in investigations of some of the most important cases of recent years. The cases handled by the New York office while Scheidt was in charge included those of the Rosenbergs, executed for atomic espionage; the eleven top communists, convicted of violating the Smith Act; Harry Gold, convicted of passing atomic secrets to Klaus Fuchs; and Alger Hiss, convicted of perjury in his testimony before a Congressional investigating committee.

On June 15 last year, Scheidt found himself standing in the Governor's office solemnly swearing to uphold the Constitution and the laws of the United States and North Carolina and to administer faithfully his duties as Commissioner of Motor Vehicles. Governor William B. Umstead had selected Ed Scheidt for one of the biggest and most challenging jobs of his career, highway safety in North Carolina.

Scheidt's appointment came as a pleasant surprise to most people in the State, and his first statements were greeted with satisfaction, even enthusiasm. Meeting the press the same day he took office, Scheidt emphasized that his department, in accordance with the wishes of the Governor and his own standards, would operate on a non-political basis. He said that officers of the Highway Patrol would continue to come from the ranks and that the entire Department of Motor Vehicles would concentrate on highway safety.

A few weeks later Scheidt announced the main points of his program to reduce the number of deaths and injuries on the highways. He called for stricter enforcement of traffic laws, a step-up in driver education, and an intensive campaign to

mobilize public opinion behind his safety program. He pointed his finger at the individual driver as the key to the program's success.

"Mr. Frustration"

Ed Scheidt had been in office only two or three months before wiser heads were nodding knowingly: Scheidt talked a good highway safety program; so had many of his predecessors. But the accident and death figures were stubborn. Through the summer of 1953, they held more or less steady at the usual bloody rate, apparently unaware that Scheidt was working day and night to reduce them. Some people even went so far as to dub Scheidt "Mr. Frustration."

During this time, Scheidt stumped the State, explaining his safety program. He was also studying and planning.

Moving to fashion a smooth-working organization with highway safety as its principal end and strict enforcement as its principal means, one of Scheidt's first acts was to reorganize the Highway Safety Division. He placed it under the direction of the Commanding Officer of the Highway Patrol. Scheidt now had a patrol with three major divisions: Enforcement, Safety, and Transportation and Communications.

Strict Enforcement

Early in July, Scheidt took the first step in implementing the strict enforcement policy he had announced a few weeks before. He ordered an end to the "courtesy citations," which members of the patrol had been issuing as warnings to drivers guilty of certain minor violations. At the time it was estimated that one "courtesy citation" was being issued for every five arrests. Scheidt's new policy ordered arrests for all clear-cut violations, and no action in cases when it was not clear that a violation had been committed.

Spotters for Safety

A few days later, Scheidt announced his "Spotters for Safety" pro-



EDWARD SCHEIDT

Commissioner of Motor Vehicles

gram. He invited citizens who observed traffic violations or instances of dangerous driving to report them to the Department of Motor Vehicles. The Department would then write to the driver or owner of the car involved, cite the violation or dangerous driving reported, and ask for cooperation with the safety program in the future.

Reaction to this plan came swiftly. Some people saw it as a significant step in the direction of highway safety; a small but vociferous minority saw in the plan an invasion of Constitutional rights. Despite criticism, Scheidt went ahead with "Spotters for Safety." The reports coming in to the Department were carefully sifted to eliminate those that were obviously false or the work of cranks. The letter sent out to a driver who was the subject of a report was courteous in tone, and no attempt was made to prosecute for the alleged violation. Many of the motorists who received letters replied to the Department, and in general, their replies were as courteous as the letters they had received. In most cases they promised safer driving in the future. One result of the reaction to the program, including the adverse criticism, was to focus attention on the problem of dangerous driving and traffic accidents.

"Drive Safely"

During his first month in office and about the time he was launching the

"Spotters for Safety" program, Scheidt devised another way to make drivers safety-conscious. He caused the words, "Drive Safely" to be stamped on 1954 license plates. Since some plates had already been manufactured, not all 1954 plates carry the slogan.

Driver License Examination Appointment

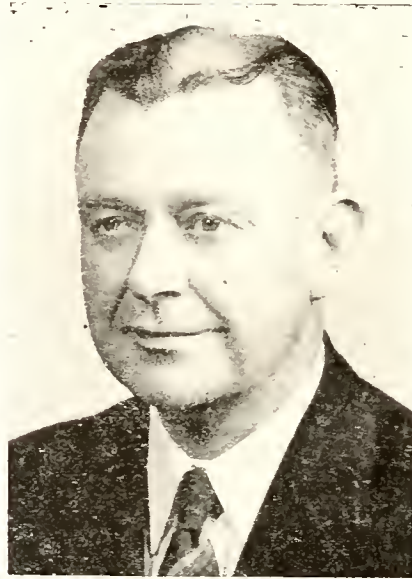
July was also the month in which Scheidt moved to eliminate the cause of a complaint which had come close to destroying the high standards maintained in North Carolina's driver-licensing program. The licensing program had been rated as one of the best five in the United States for the last five years, but many drivers were disgruntled at having to spend hours at the examining stations waiting their turns. A bill introduced in the 1953 General Assembly would have substituted a mail-order system of license renewals. It passed the House, but after outspoken opposition from the Governor, was defeated in the Senate. In meeting the problem of congestion at examining stations, Scheidt showed a willingness to borrow good ideas from other states. He announced an appointment plan, under which a driver may make an appointment for an examination in advance and get immediate attention when he goes to the examining station at the appointed time. Appointment schedules are arranged so that drivers who come in without appointments may be taken care of as well. The appointment plan has proved successful, and today no driver need spend time waiting for an examination.

Driver Education

In July, Scheidt had called for more driver education. In mid-August, the Highway Patrol began at Fuquay-Varina the first of a series of traffic schools, which have now spread to other communities in the State. Students in these schools attend one night each week for three weeks. Many of the students are persons who have been convicted of traffic violations and placed under suspended sentence on condition they attend a school. Other students are volunteers, and in some places the volunteers outnumber the violators.

Speed Watches

About a week after the first session



JOE W. GARRETT

Assistant Commissioner of
Motor Vehicles

of the Fuquay traffic school, Scheidt announced a new measure to tighten enforcement. The Patrol had acquired ten electrical devices, known as Speed Watches, for recording speed. Previously, five radar devices had been placed in service with telling effect. Now the sight of a patrolman sitting beside the road and keeping close watch over a small dial connected to two tubes 132 feet apart on the highway began to be a familiar sight in North Carolina. The number of arrests for speeding mounted.

It was about this time that the "Mr. Frustration" title was pinned on Ed Scheidt. Despite all his efforts, there were 10 more deaths during his first three full months in office than there had been in the same months the year before.

Saturation

In September, a new word began to appear in print and to be heard on motorists' lips: Not "frustration," but "saturation." Scheidt had been impressed by the success of the Indiana State Police in concentrating large numbers of officers on heavily traveled highways. With patrolmen along a highway every few miles, dangerous driving was discouraged, violators were easily apprehended, and accidents were greatly reduced.

On the weekend of October 3-4, patrol cars were concentrated on the entire length of U. S. Highway 29, from the Virginia line to the South Carolina line. Since then, many other highways have been selected for saturation, and the saturation tech-

nique has been extended to secondary roads. In addition to patrol cars, speed watches and radar are often concentrated on a selected highway or within a selected area.

Scheidt's policy is to give wide publicity to strict enforcement measures. Therefore, plans for saturation within a general area are announced in advance. However, the numbers and locations of the particular roads on which patrol strength will be concentrated are not disclosed.

New Patrol Commander

Scheidt continued to tighten the reins on speeders and careless drivers. In a move widely regarded as forecasting even stricter enforcement, Scheidt on October 28, 1953, brought back Colonel James R. Smith as Commanding Officer of the Highway Patrol. Scheidt explained the shift in command as the selection of the "best qualified man in the State Highway Patrol to carry out a program of enforcement and safety."

Unmarked Patrol Cars

As the saturation program gained momentum, a new weapon was added to the Patrol's armory. Unmarked cars joined the fleet of silver and black cars. Within a short time, one-third of the patrol cars had gone into plain clothes. Speeding and careless motorists could no longer rely on keen eyesight to give them plenty of advance warning that a patrol car was near. A motorist who speeded up as soon as he had moved out of sight of a patrolman in a silver and black car was likely to be motioned to the side of the road by a patrolman in a blue, black, or green car that looked no different from thousands of others on the road.

Speed Trend Reversed

By December the patrol had acquired 20 more speed watches, bringing the total of its speed-recording devices, including radar, to thirty-five. Shortly after the first of the year, Scheidt got encouraging news from the State Highway and Public Works Commission. The Commission's Division of Statistics and Planning announced that its latest semi-annual speed observations, made in October, 1953, showed that rural speeds

(Continued on inside back cover)

Twenty-Five Years of Service

State Highway Patrol Observes Its Silver Anniversary On July 1

By BASIL L. SHERRILL, Assistant Director, Institute of Government

On July 1, 1929, thirty-seven carefully selected men stood on the steps of the State Capitol and were sworn in as the first members of the North Carolina State Highway Patrol. The ceremony came only after a battle, carried on in the General Assembly and the editorial columns of the state's newspapers, between those who saw the need for professional enforcement of the state's traffic laws and those who feared that a State Patrol might become the kind of political police force that had emerged in other states. The Patrol was on trial, in the eyes of the people and the General Assembly. Through the past twenty-five years it has acquitted itself with honor. It has grown in numbers from the original thirty-seven to its present uniform strength of 531, and has been welded into a respected, trained, and efficient law enforcement team. The old motorcycles and cavalry-style outfits have been replaced by modern patrol cars and smartly tailored uniforms. The old trial and error law enforcement methods have disappeared. Today the Patrol's safety-enforcement program is carefully planned and built around the latest devices and techniques which modern science can provide.

Many Are Called

The State Highway Patrol caught the fancy of young men in the state at the very beginning. There were about eighteen hundred applications for the original twenty-seven positions as patrolmen. The officers of the Patrol, selected earlier, were able to pick and choose. This they did, and seventy men representing the cream of the crop reported for training to Camp Glenn at Morehead City on May 20, 1929. By late June, only thirty-one remained. Twenty-seven of these, along with nine lieutenants and Captain Charles D. Farmer commanding, began a motorcade across the state the day after classroom training ended. The trip began at Beaufort on June 23, crossed the state as far west as Asheville, and ended at Raleigh on June 27, 1929. Captain Farmer drove a Buick, the lieutenants had Ford coupes, and the twenty-seven patrolmen rode motorcycles. In spite of

several bad spills, all men made it to the swearing-in ceremony on July 1.

They Take The Road

After the swearing-in ceremony, each lieutenant and three patrolmen went to their assigned divisions, which correspond to the nine divisions of the State Highway Commission, the supervising agency at that time for the Patrol. Patrolmen were equipped with one complete uniform, a motorcycle, a revolver, and a pair of goggles. Their daily schedule depended to a large extent on their own initiative, but a book of regulations issued by the State Highway Commission set out this guide:

Inasmuch as the primary function of the Patrol is "road patrol," inclement weather will not be considered an excuse for failure to comply with regulations. It is not necessary, however, to ride motor equipment any great distance in inclement weather; how-

ever, bad hills, curves, and approaches to grade crossings and bridges should be guarded, and motorists warned of the danger which lurks ahead. There is only one interpretation of this rule and failure to comply will result in disciplinary action.

For the first two years patrolmen received an annual salary of \$1800. In 1931 the legislature reduced salaries 10%, and later in the same year the depression forced another 25% salary reduction.

They Grow In Numbers

The Patrol increased in numbers steadily with every other legislature until World War II began. In 1931 thirty men were added, bringing the strength of the Patrol to 67; in 1935 fifty-four men brought the total to 121; and in 1939 fifty-two additions gave the Patrol an authorized strength of 173 men. When the 1941 legislature allowed an increase of forty men, the Patrol had 213 mem-

COLONEL
JAMES R. SMITH



Commanding
Officer



Major D. T. Lambert, who directs the Patrol's Enforcement Division; Major W. B. Lentz, Communications and Transportation Division; and Major C. A. Speed, Safety Division.

bers, and it operated without change through the war years until the first post-war legislature met. The 1947 legislature doubled the Patrol strength, and in 1951 an authorization to expand to 531 men brought the Patrol to its present number.

They Shift And Change

The Patrol underwent reorganizations from time to time, as its membership increased, and as it was moved from the State Highway Commission to the Revenue Department, and finally, in 1941, to the newly created Motor Vehicles Department. Its internal organization shifted from the nine divisions comparable to the State Highway Commission's divisions in 1929, to six divisions in 1931, to four divisions in 1933, to three troops in 1935, to two divisions with two troops each in 1937, to four troops with no divisions in 1943, and to five troops in 1951.

Their Organization Today

The Highway Patrol in 1954 has five troops, with the troops divided into districts. There are 30 districts (see map), with each district under the supervision of a sergeant. For

many years the Patrol troop and district headquarters were located in any office space that could be found. Small offices in city halls and county courthouses were mostly inadequate. In 1951 the Patrol embarked on a building program to provide suitable headquarters space. Already four modern troop headquarters buildings have been completed and occupied, and thirteen modern sergeant's district headquarters are now in use, with four more under construction. The new headquarters buildings contain well-furnished and equipped driver license stations, which add to the public convenience in taking driver license tests. New and complete garage and radio facilities in each troop have been constructed concurrently with the headquarters buildings.

Today the Highway Patrol has a Colonel as its Commanding Officer, who has a staff of three Majors, one directing the Enforcement Division, one the Safety Division, and one the Communications and Transportation Division. The Colonel and his staff have their headquarters in Raleigh.

The Highway Patrol is carrying out the highway safety program of the Department of Motor Vehicles by conducting safety educational activities along with vigorous enforcement of the motor vehicle laws.

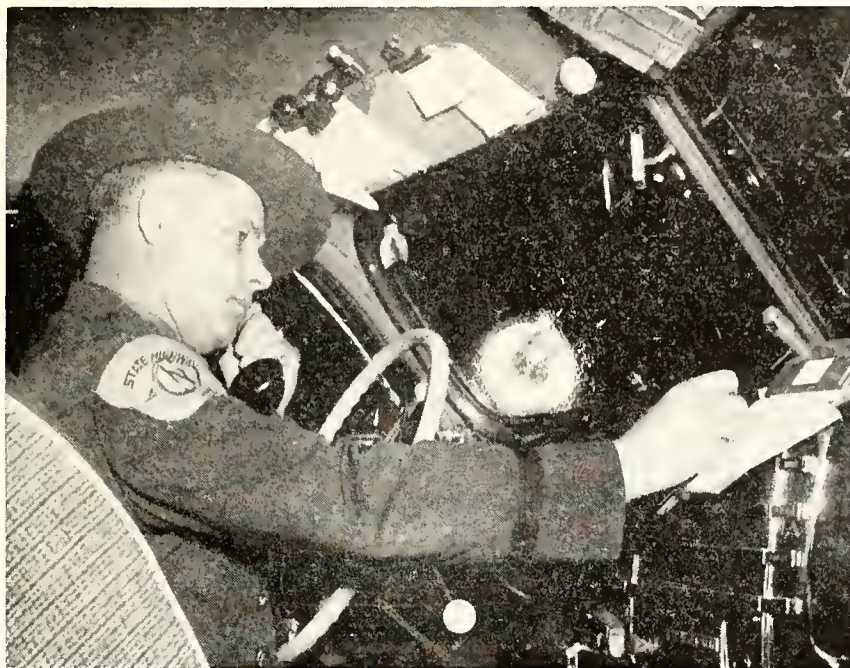
There are five troops, each commanded by a captain, with a lieutenant as an executive officer. To carry out the highway safety program, each Captain has a complement of uniformed enforcement officers, specially trained safety promotional personnel, and technicians to provide and maintain communications and transportation. Troop A, with headquarters in Greenville, has 105 uniformed enforcement officers, 34 driver license examiners and safety promotional personnel, and 23 maintenance men and technicians; Troop B, with headquarters in Fayetteville, has 138 uniformed enforcement officers, 41 safety promotional personnel, and 36 maintenance men and technicians; Troop C, with headquarters in Greensboro, has 100 uniformed enforcement officers, 30 safety promotional personnel, and 15 maintenance men and technicians; Troop D, with headquarters in Salisbury, has 106 uniformed enforcement officers, 36 safety promotional personnel, and 16 maintenance men and technicians; Troop E, with headquarters in Asheville, has 76 uniformed enforcement officers, 35 safety promotional personnel, and 14 maintenance men and technicians.

The Measure Of Their Work

In 1953 members of the Enforcement Division of the State Highway



Shown above are troop headquarters personnel (top picture), including captains, lieutenants, technical sergeants, chief radio operators, and chief mechanics; and district headquarters sergeants (bottom picture), attending recent refresher and administrative patrol schools conducted by the Institute of Government at Chapel Hill.



A Highway Patrolman on night patrol—receiving and noting a radio message.

Patrol spent 1,761,436 hours on duty. In patrolling the 70,000 miles of highways in the state they used almost a million and a half gallons of gasoline and drove more than 22 million miles. They made 145,959 arrests, gave 81,932 citations, issued 70,490 warning tickets and 16,853 equipment tickets. They investigated more than 24 thousand accidents, inspected over a million and a half driver's licenses, and performed courtesies for 212,558 motorists. The patrolmen recovered 793 stolen or missing cars, and the value of these and other property returned to owners amounted to more than \$800,000. In terms of revenue received by state and local governments as a result of the activities of the patrolmen, nearly \$5 million in fines and costs went to the counties, and almost another \$5 million went to the state in highway revenue collected from overloaded and improperly licensed vehicle owners.

Their Work On The Highways

The job of a patrolman today, while possibly not as taxing physically, is far more varied and complex than it was twenty-five years ago. The motorcycle has disappeared completely. The latest patrol car is a specially designed and powered Police Interceptor. Every patrol car is equipped with two-way radio communications and a limited number have been provided with three-way equipment. A patrolman appears at the scene of each accident occurring on the high-

ways, usually within minutes of the crash, and takes charge of the situation immediately. He supervises the removal of injured persons, shepherds curious onlookers out of the way of moving traffic, and clears the highway of dangerous debris. He investigates the causes of the accident and preserves important evidence. He straightens out the snarled traffic at big football and basketball games; spreads the safe-driving gospel through talks to civic clubs, high school classes and other groups; inspects school buses; teaches in traffic safety schools; and gives driving tests to driver license applicants. The patrolman must be familiar with the increasingly detailed motor vehicle laws, the latest accident investigation techniques, the complicated truck weight limits and penalties, the driver licensing laws, the liquor laws, and laws governing arrest and search and seizure. He must be able to operate the latest scientific enforcement devices, such as the radar speed checking apparatus, the electrical speed clock, and two- and three-way radio equipment.

Their Work In The Courtroom

The patrolman must spend a great deal of time in the courtroom, testifying in cases where he has made arrests, and occasionally in civil cases based on accidents which he has observed or investigated. Last year patrolmen spent over 70,000 hours in court, and in almost 95% of the 140,-

000 cases tried, defendants pleaded or were found guilty. To make sure that the facts in each case are presented fairly and completely, and to avoid pitfalls set up by clever defense lawyers, the patrolman must have a basic knowledge of the rules of evidence and the nature and effect of sworn testimony. To make his testimony more effective and accurate, he keeps a record of every arrest and every accident investigation. To provide the Department with complete information covering his activities, he fills out daily, weekly, and special reports. By the time a patrolman radios his check-out signal at the end of his normal ten-hour day, he may well be both mentally and physically exhausted.

Their Commanding Officers

Since its birthday in 1929, eight men have shaped and guided the Patrol in its campaign to make driving in North Carolina safer. The first, Charles D. Farmer, remained in office longer than any of his successors, serving from 1929 to 1937. Farmer was succeeded by Arthur P. Fulk, who headed the Patrol for approximately two years. Ronald C. Hocutt was the third commander of the Patrol, serving from 1938 to 1939. A former patrolman, John T. Armstrong, replaced Hocutt in 1939, and directed the Patrol until 1945. Howell J. Hatcher, who followed Armstrong as Patrol Commander, was the first and only military man to head the Patrol. He remained in command from 1945 to 1949, when he was succeeded by C. R. Tolar. In 1950, for the first time, a Patrol Commander was appointed from among the ranks. He was James R. Smith, the present Colonel, one of the original thirty-seven patrolmen, who was serving as Patrol executive officer with the rank of Major at the time of his promotion to the rank of Colonel, as Commander. In 1952 Captain William B. Lentz became the second career patrolman to assume command. He served as commanding officer for slightly more than a year, when Colonel Smith resumed command, and Lentz became the Major of the Communications and Transportation Division.

Their Roll Of Honor

More than 1300 men have worn the uniform of the State Highway Patrol during the first twenty-five years.

Roll of Honor

Patrolmen who were killed or who died while they were active members of the State Highway Patrol:

KILLED

*Ira Thompson
A. J. Hedgpeth
Strong Boney
"Buck" Fiddler
"Rip" Arnold
A. B. Smart
Charles E. Galloway
I. T. Moore
George C. Penn
H. T. Timberlake
Thomas B. Whatley*

*Paul W. Smith
W. R. Hogan
J. R. David
C. B. Avent
Richard W. Jackson*

DIED

*Major Charles D. Farmer
Captain Lester Jones
Cpl. W. C. Carnes
Pfe. W. R. Beaver
Ptl. J. F. Kirby*

Three of the original thirty-seven patrolmen died while serving with the Patrol. Patrolman George Thompson was killed on July 2, 1929, the day after he was sworn in. An automobile came out of a side road and crashed into his motorcycle as he was carrying out his first day's patrol. Major Charles D. Farmer, the first Patrol Commander, who guided the Patrol through the stormy early years and saw the organization well established as an efficient and well-equipped enforcement agency, died at his home in Raleigh in 1949. Major Farmer was serving as communications officer at the time of his death. The third original patrolman to die in service was Captain Lester Jones. Captain Jones was one of the best known, loved and respected men ever to wear the Patrol uniform. He was the member of the Patrol whom

**CAPTAIN
LESTER
JONES**



others sought to emulate, being the personification of law and order in the minds of his men. Perhaps more than any other man, Captain Jones instilled in the Patrol the traits of fearless and impartial law enforcement, integrity, and professional honor. At the time of his death in 1950 he was serving as commander of Troop B at Fayetteville.

Their Veterans

Of the original thirty-seven, ten are still in service today (see Cover Picture). These ten men have risen to positions of leadership within the Patrol, and form an experienced nucleus around which the Patrol has matured and developed. Included in the group are the Patrol Commander, two of the three Majors, three of the five Captains, one of the five Lieutenants, two of the six technical sergeants, and one district sergeant.

Their First Quarter Century

Compared with the ancient office of sheriff, or even with town and city police, the Highway Patrol, at the age of twenty-five, is a very young law enforcement agency. Yet it has earned the confidence of North Carolinians. It has won cooperation from other law enforcement agencies such as is given only to those whose work is respected and admired. With twenty-five years of experience behind it, the State Highway Patrol enters upon its second quarter-century of service as a hard-working and efficient organization of experienced veterans and well-trained younger men, and with its morale at an all-time high. The year of its twenty-fifth anniversary has proved to be its most successful year in the safeguarding of life and property on the highways of North Carolina.

Scientific Enforcement

By BASIL L. SHERRILL, *Assistant Director, Institute of Government*

In the 1930's the work of the F.B.I. popularized the use of scientific aids in the tracking down and conviction of criminals. Motion pictures, the press, and radio dramatized the success of police laboratories in unraveling the knottiest crime mysteries. Not all of the scientific aids and devices were new. Ballistics, fingerprint classification, blood groupings, and chemical analyses had been in use for some time. But news stories of the Lindbergh kidnapping case, the capture of public enemies like Dillinger and Floyd, the breaking up of the Karpis and Barker gangs, and, in North Carolina, the capture of Wash Turner

and Bill Payne brought scientific law enforcement to the attention of the public and resulted in the increased use of scientific enforcement methods by law enforcement agencies throughout the nation.

It is not surprising that when Edward Scheidt, one of the outstanding men in the F.B.I. organization, retired from the F.B.I. and became North Carolina's Commissioner of Motor Vehicles, the State Highway Patrol began to place increasing emphasis and reliance on scientific devices in its fight to reduce the killings on the highways.

Commissioner Scheidt started with

the essentials. In its campaign against motor vehicle violations, the chief weapon of the Highway Patrol must, of necessity, be the automobile. The patrol car in use today is an excellent one. This spring the Patrol put into service 200 new Ford "Interceptors," cars specially built for police work. The cars have 160 horsepower engines, and, according to the manufacturer, "can keep up with anything on the road." The Interceptors are capable of sustained periods of high speed, but more important is their extraordinary acceleration power. Each patrol car will soon be equipped with a crash safety belt. All silver



These patrolmen have clocked a speeding car on the speed watch, and are flagging him to a stop. The speed clock device shown between the patrolmen registered the speed of the motorist as he passed over the two speed watch tubes laid across the road a few hundred yards from the officers.

and black cars are equipped with a red blinker light mounted on the car top so that it can be seen from all directions.

Patrol cars haven't always been such good ones. In fact, those who can remember back to the early days of the Patrol will recall seeing the patrolmen on motorcycles. Except for the commissioned officers, who were equipped with Ford coupes to enable them to carry portable scales, all patrolmen rode motorcycles in 1929. By 1935, one-third of the Patrol had cars, but two-thirds were still on motorcycles. It was not until 1937 that each patrolman had a car, and even then a few motorcycles were kept for special purposes. Since then, the quality of Patrol cars has continued to improve.

Patrol Radio System

The effectiveness of all patrol cars, including the new Interceptors, is increased greatly by another scientific aid rarely thought of as such. Police radio is accepted today as a matter of course, and it is difficult to imagine a State Highway Patrol organization without it. Yet, considering the economic conditions of the times, it is not too surprising to find that the legislature did not appropriate money for a radio system until six years after it established the Patrol. The only communications system available to the Patrol from 1929 until after the convening of the 1935 General Assembly consisted of the telephone, the mail, and the grapevine. By 1937, a radio communications system was in

full-scale operation, but it was limited to one-way traffic. The patrol car radio units could receive messages from the stations, but could not transmit messages. The one-way system was an improvement over the grapevine, but it didn't help a patrolman who needed assistance in a hurry. There was a gradual evolution toward two-way radio communications in the ensuing years, but it was not until after the end of World War II that all Patrol cars had radio units that could send as well as receive.

Today the evolution is continuing. Some Patrol cars now are equipped with three-way radio units. Patrolmen in these cars can receive messages from the base stations, talk to the base stations, and, by flicking a switch on their radios, talk to other cars in the area on the same frequency used by the base station.

The state-wide radio system of the Patrol is supplemented by two other modern communications devices. Walkie-talkies are portable radio transmitters and receivers used for short-range work when instantaneous contact is necessary. Since they operate on special frequencies they do not interfere with other radio traffic. In the operation of radar and speed watches, a walkie-talkie or a three-way radio is used for communication between the patrolman reading the instrument and the patrolman who stops the speeders. The second device, used for long-range communications, is the teletype maintained at the Raleigh radio station. Fourteen eastern seaboard states, including North

Carolina, are members of this police teletype system, used chiefly to broadcast stolen car reports.

Radar: "The Whammy"

The Patrol did not stop, however, with a better patrol car and a vastly improved communications system. For many years some method was sought to make the job of a patrolman in catching and convicting speeders safer and more certain. When a patrolman testifies in court that he "clocked" a speeder at 65 miles per hour, he means that he drove behind the speeder, and that the patrol car speedometer showed the speed of the patrol car to be 65 miles per hour.

In 1951, a new method for discouraging speeders was introduced. The Patrol bought five radar speed-checking devices, one for each of its troops. The radar cars soon acquired the name of "the whammy." Before the radar cars were put into action, they were demonstrated to local judges so that evidence obtained through their use would be admitted in the courts. The judges were satisfied with the reliability of the evidence obtained, and the "whammy" was put to work. Scores of speeders soon testified to its effectiveness.

The radar device installed in patrol cars uses the same principle as that of the radar on ships and planes during World War II. An impulse sent out by the radar device strikes a car whose speed is to be measured. The time interval from the sending out of the impulse to the return of the "echo" is measured. As the car moves over a distance, these measurements are converted to show the speed of



Patrolman showing motorist the speed at which he was clocked by the speed clock.



The patrolman shown above is using one of the Patrol's camera-equipped cars to photograph and clock the speed of the car ahead of him. The camera appears at top center of the large picture, lens against windshield. The inset picture was made by the camera, and provides photographic evidence that the car ahead was traveling at 70 miles per hour.

the car. One patrolman reads the speed of the car, and if the speed is over the legal limit, signals another patrolman down the road. The second patrolman arrests the speeder.

Speed Clock

In recent months another very effective speed checking device has been added to the enforcement arsenal of the Patrol, known as the speed clock. A North Carolina motorist who has traveled for any considerable distance on the highways of the State in the past few months is quite familiar with the two tubes across the road, spaced 132 feet apart. When the wheels of a vehicle pass over the first tube, the speed clock is put into operation automatically. When the wheels pass over the second tube, the speed clock registers the exact speed of the automobile. The principle is the same as that of any ordinary stop watch, and, in fact, the main feature of a speed clock is a stop watch. A signal from the speed clock operator to the patrolman stationed a few hundred yards down the road spells "ticket" to the speeder.

Both the radar and the speed clock

devices are used very effectively against the driver who is moving at an unreasonably slow speed and impeding traffic. This enables the patrolman to take immediate corrective action and eliminate a hazardous and accident-prone situation.

Speed Clocking Camera

Early in 1954 the Patrol added a new wrinkle to its war against speed, and a new effectiveness to the speed clock, when it placed extra sets of tubes across the roads. Not all of the tubes are connected to a speed clock, but the motorist who approaches a set of tubes had better beware. Where a set of "dead" tubes was in place a few hours before, there may now be a set of "live" tubes, for the practice of the Patrol is to shift the tubes around several times each day. About the only thing certain in connection with the speed clock operation is that no motorist can say that he hasn't been warned, for hundreds of signs on all main highways of the state read "SPEED ELECTRICALLY TIMED."

The latest scientific enforcement device adopted by the Patrol is a

speed-clocking camera. Currently the cameras are on loan from a private company, and are being tested for use by the Patrol. The 35 millimeter camera is bolted to the roof of a patrol car, with the lens against the windshield. When a button is pressed by the patrolman, either still or a series of motion pictures can be taken. The pictures will show not only the car ahead and its license number, but also the road, signs alongside the road, the patrol car speedometer, the time and the date.

Commissioner Scheidt envisions the use of the camera to document such offenses as speeding, driving on the wrong side of the road, reckless driving, drunken driving, and driving too slowly, and plans to use the films for driver education as well as in the courtroom.

Already some good pictures have been taken showing drunken drivers and drivers on the wrong side of the road, but to date no one has contested a case in which such pictures were available. This feature may prove to be one of the great assets of the camera. Confronted with the film, motorists may decide that seeing is believing, and enter pleas of guilty.

Driver Licensing

Patrol's Examiners Test 50,000 Drivers A Month; Program Achieves Nation-Wide Recognition

By EDWARD LANE-RETICKER, Assistant Director, Institute of Government

In 1935, when the General Assembly enacted North Carolina's first state-wide driver license law, the automobile was already taking a fearful toll of human lives on the streets and highways. In that year, 1,095 persons were killed in traffic accidents—just 23 less than were killed in 1953. Yet in 1935, there were less than half as many vehicles registered in the State as there are today, and they traveled less than one-third the number of miles. If the 1953 death rate had been as high as the 1935 rate, about 3500 persons would have lost their lives in traffic accidents last year.

Passage of the Driver License Act came with a growing awareness that the driver was the key to the traffic accident problem. Over the years, accident statistics have shown driver violations or driver defects in 70 to 80% of the accidents.

1935 Act

Compared to North Carolina's present driver license law, the provisions of the 1935 Act were lenient. A person who would swear that he could operate a motor vehicle and had been driving for at least a year prior to 1935 was licensed without examination. The 1935 Act contemplated periodic cancellation and reissuance of all licenses, but during the twelve years the Act remained in effect, there was no general cancellation and reissuance. The result was that a license, once obtained, was valid indefinitely, unless suspended or revoked for cause.

In addition to their other duties, highway patrolmen were given the job of examining driver license applicants. However, in the late 1930's, the Motor Vehicles Bureau of the Department of Revenue, then in charge of the Highway Patrol, hired a few full-time license examiners. Examination standards were low. While physical and mental incompetents were not to be licensed, there was no test of vision, no standard examination on rules of the road and no standard procedure for administering the road test.

Periodic Renewal

By 1947, it was obvious that the 1935 Act, while better than nothing, needed substantial revision to make it an effective highway safety measure. The amendments enacted by the 1947 General Assembly produced, in effect, a new driver license law. Under the 1947 law, expiration dates were established for all outstanding licenses. Between 1947 and 1951, licensed drivers were re-examined and issued new licenses, and the new licenses were dated to expire on the licensee's birthday in the fourth year following the year of issuance. The same system was used in fixing the expiration dates of licenses issued to new applicants. The 1947 Act also provided for re-examination each time a driver renewed his license. Thus North Carolina became one of the first states to conduct regular renewal examinations for all drivers.

The birthday renewal system was a significant step in the improvement of driver license administration, because it meant that, once the four-year transition period was complete, the task of examining renewal applicants would spread fairly evenly throughout the year.

The 1947 Act also specifically

authorized the Department of Motor Vehicles to administer vision tests, tests of knowledge, and practical driving tests. To insure that the new driver license program would be administered effectively, the legislature appropriated sufficient funds for the employment of 100 full-time driver license examiners. The driver license examiners were established as a separate section of the Highway Safety Division. Later, for purposes of administration, four examining districts were established in the State, and a supervising examiner placed in charge of each district. The supervising examiner also served as hearing officer in cases arising out of the suspension of driver licenses, but subsequently the jobs of hearing officer and supervising examiner were separated. There are now five hearing officers supervised by a chief hearing officer. There are also five supervising examiners, one stationed at each of the five troop headquarters.

Since 1947 North Carolina's driver license program has made steady progress. Under the leadership and supervision of Elton R. Peele, who became Chief License Examiner in 1949, and Chief of the Driver License Section in 1953, the program has become a model studied by safety of-



Driver License Examiner giving vision test on Ortho-Rater to applicant for license.

ficials from other states. From a position close to the bottom, the licensing program has climbed in annual National Safety Council rating to a position among the five top states.

Examiners

About 50,000 drivers are examined each month by 125 driver license examiners serving 180 North Carolina communities. In larger cities, stations may be manned by six or seven examiners five days a week. On the other hand, one examiner may serve several small communities, visiting a different place each day of the week. To remind a driver to renew his license, the Driver License Section in Raleigh sends him a postal card about sixty days before the expiration of his license.

To make the examination more convenient for drivers Commissioner Scheidt last summer authorized an appointment plan. Under the plan worked out by Peele after study of similar systems used in other states, a person may go to an examining station or write for an appointment. If he writes for an appointment, he will be notified of the hour and date by postal card. If he goes to the station, he will be given the hour and date of the appointment immediately. Appointments are scheduled so as to leave time for the examination of applicants who have not made appointments, but such applicants may have to wait until applicants with appointments have been taken care of.

Four-Part Examination

The test given a license applicant consists of four parts. The eye test is given on an instrument rented from the Bausch and Lomb Company and known as the Ortho-Rater. From 1947 to 1951, before the introduction of the Ortho-Rater, Snellen charts, familiar equipment in the offices of optometrists, were used by license examiners. Because of variations in light conditions and available space in examining stations, these charts proved unsatisfactory and unreliable. The Ortho-Rater contains its own light source and the distance of the eye from the test pattern is always the same.

Four visual qualities are measured by the Ortho-Rater: phoria (the balance of the eyes), color perception, depth perception, and acuity (sharpness of vision). Only the acuity scores are ordinarily considered in determining whether or not a license



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Chief, Driver
License Section

should be issued and in determining whether a license should be subject to a restriction, such as wearing of corrective glasses. Phoria, color perception and depth perception scores may be considered in borderline cases. Scores on all visual qualities are sent to State College, where research into the relationship of vision and traffic accidents is underway.

A test of ability to recognize and understand traffic signs is also given on the Ortho-Rater. Knowledge of the rules of the road and safe driving practices is tested by the use of a series of multiple-choice examinations. If an applicant for a license cannot read, the knowledge test is given orally.

The final test, given only to applicants who have passed the other three tests, is the road test. It is required of all applicants for original licenses, and also of applicants for renewal licenses when there is any question of physical condition or driving ability. The test is given in a car supplied by the applicant over a route mapped out by the examiner and approved by his supervisor.

Effectiveness of Examination

Some indication of the effectiveness of the driver license examination in keeping unqualified drivers off the road may be seen in figures for a recent month in which close to 50,000 license examinations were given. The number of renewal examinations was slightly larger than the number of original examinations. Almost a fourth of the examinations resulted in failure. Thirty-seven per cent of the original examinations ended in failure and eleven per cent of the renewal examinations were failures. Among the unsuccessful applicants for original licenses, almost forty per cent failed the road test. Another thirty per cent failed the rules test, and slightly over twenty per cent failed the signs test. Only five per cent failed the vision test. Among the unsuccessful applicants for renewal licenses, the figures, as might be ex-

pected, were somewhat different: almost forty-five per cent of the failures were on the traffic signs test, and forty-two per cent were on the rules test. Thus eighty-seven per cent of the failures among the renewal applicants were due to inadequate knowledge either of traffic signs or the rules of the road. The vision test was responsible for twelve per cent of the renewal failures.

Of course, most applicants who fail the driver license examination pass it eventually—after further study and driving practice or after physical defects have been corrected.

Permanent Record

Once a person has passed the tests for his original license, his application folder is sent to the Driver License Section in Raleigh where it is placed in the Driver License Master File and becomes his permanent driving record. If a driver is involved in an accident, arrested, or convicted of a traffic violation, a form recording the incident is stapled into the folder and, in addition, a notation is made on the back of the folder. If a license is suspended or revoked, cards are prepared for a special revocation and suspension file, and a record of the suspension or revocation is placed in the driver's folder.

The master file is kept current by removing from it each year the folders of drivers whose licenses have not been renewed within twelve months after their expiration. This purging of the file prevents the accumulation of millions of non-current records which would quickly destroy the effectiveness of the master file.

Suspensions and Revocations

Based on reports received from law enforcement officers and courts, the Driver License Section makes hundreds of entries each day in the folders of North Carolina drivers. When a driver's record indicates that a further violation will probably make his license subject to suspension, he is sent a warning letter, advising him of the state of his record and urging him to drive safely to protect his license (also to protect himself and others). When a license is suspended or revoked, a notice is sent to him requesting the return of his license to the Department. In some cases there is no reply to these notices, and highway patrolmen are sent to pick up the licenses.

Driver licenses are suspended and

(Continued on page 14)

Keeping Score

Accident and Arrest Records Play Important Part in Planning Enforcement and Safety Program

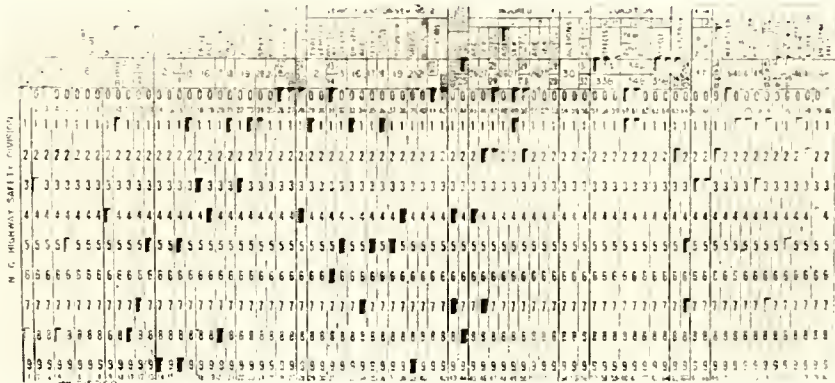
By EDWARD LANE-RETICKER, Assistant Director, Institute of Government

No army commander can use his troops effectively unless the intelligence reports he receives from his staff are detailed and accurate. To a large extent the effectiveness of the enforcement and safety programs of the Highway Patrol depends on the completeness and accuracy of the information supplied to it by the Records and Driver Improvement Section of its Safety Division.

Machine Processing

On a typical day, the Records Section receives and processes hundreds of accident and arrest reports. All of the information about each accident or arrest is translated from the words of the reports to numerical symbols which are then punched into IBM cards. For example, a hole punched at the No. 1 position in column 9 on a card used for an accident occurring in January. A hole punched at the No. 3 position in column 9 would indicate an accident occurring in March. The Section prepares a separate card for each accident and arrest. In the course of a year, almost fifty thousand accident cards and one hundred and fifty thousand arrest cards are prepared. A single card may contain as many as eighty or ninety different items of information about an arrest or accident. (See the accompanying illustration.)

After they have been punched, the cards are run through counter-sorter machines at the rate of 450 a minute. As the cards flow through the machine, each one drops into one or another of thirteen pockets, according to the information desired and the setting of the machine. The cards dropping into each pocket are count-



Hundreds of cards similar to this one are prepared daily by the Records Section. Such a card is made for every accident, and is very useful in research into the causes of accidents. For example, the punches in the card above show, among other things, that the accident it describes occurred at an intersection in Mount Airy, Surry County, between five and six o'clock on the morning of April 18, 1953. It was a collision between a taxicab driven by a 34-year-old taxi driver and a passenger car driven by a 17-year-old girl who was a student. The taxi driver had been driving for more than eleven years and the girl had been driving for one. The accident was investigated by Mount Airy police officers, who reported that it occurred when both drivers tried to go through the intersection in violation of traffic signals. The collision resulted in over \$1,000 damage to the vehicles and slight injuries to two front-seat passengers. The accident occurred in clear daylight on a dry asphalt surface. Neither driver was under the influence of intoxicating liquor, and neither had any physical defect. Each driver's view of the other was obstructed by a building.

ed automatically. For example, if the counter-sorter is working on accident information and set to sort on column 26 of the punched cards, all cards falling into pocket No. 1 will represent accidents in which a driver was under the influence of intoxicating liquor. Those falling into pocket No. 2 will represent accidents in which the driver exceeded a state speed limit. Those falling into pocket No. 3 will indicate accidents in which the driver exceeded the safe speed, but not a stated speed limit. Cards falling into other pockets indicate other violations. Where more than one driver is involved in an accident, additional columns are used.

To be useful, a statistical analysis of accidents must show not only any violations committed by the drivers involved, but also such things as the condition of the road, the weather at the time of the accident, mechanical defects of the vehicles involved in the accident, and the type of highway. In order to obtain the information for such a report, the cards must be run

through the counter-sorter many times.

Statistical Reports

Each month the Records Section prepares and distributes five thousand copies of a statistical report entitled North Carolina Traffic Death Toll. This report shows the number of accidents and fatal accidents occurring each month according to general type (collision with other motor vehicle, upset, collision with pedestrian, etc.), and the number of accidents, fatal accidents, injuries, and deaths in each county. The report also indicates whether the accidents occurred in rural or urban areas. A brief description of each fatal accident is included.

Twice a year the Records Section prepares and distributes five thousand copies of a more detailed analysis of traffic accidents. These annual and semi-annual reports contain the same information as the monthly reports. In addition, they give statistics on such factors as the age, sex, phy-



JAMES E. CIVILS
Chief,
Records and
Driver Improvement
Section

sical condition, and occupation of drivers involved in accidents; road conditions; light conditions; weather; time of day; and day of week.

The monthly, semi-annual, and annual reports are distributed to law enforcement officers throughout the state, public libraries, school libraries, newspapers, radio stations, and others who request them. The Records Section also prepares special reports on certain types of accidents. Typical of these is the monthly report on accidents involving military personnel. Copies of this report are sent to the Commandants of Army, Navy, Air Force, and Marine bases in North Carolina, to the Commandant of the Sixth Naval District in Charleston, S. C., and to the Commanding General of the Third Army in Atlanta, Ga.

For the last few months, the Records Section has been cooperating with Cornell University Medical College and the North Carolina Department of Public Health in a Crash Injury Research Program. This research program is designed to show what parts of the automobile inflict

the most serious injuries, and how these parts may be redesigned for greater safety.

Section Chief

James E. Civils, the Chief of the Patrol's Records and Driver Improvement Section, joined the Department of Motor Vehicles as a Field Representative. When he took over his present job three years ago, the National Safety Council, in its Annual Directory, ranked North Carolina twenty-third in the preparation of accident statistics among the states. Today, under Civils' leadership, North Carolina has climbed to eighth place.

Accident - Arrest Analysis

Perhaps Civils' most important accomplishment during the past year has been the development of a new type of report, an Accident-Arrest Analysis, known in the Patrol as the "422." This report compares the percentages of rural accidents with the percentages of arrests made by patrolmen. The information is assembled according to type of road, highway

number, time of day, day of week, and violations responsible for accidents. This report is highly valuable in planning enforcement activities. For example: By comparing percentages of accidents and arrests, Patrol officials may discover that 30 per cent of the accidents are occurring on secondary roads, but that only 10 per cent of the arrests are occurring on such roads. Or again, the figures might indicate that in a particular area the percentage of accidents during the late afternoon hours was much higher than the percentage of arrests during those hours. Using the information provided by the Accident-Arrest Analysis, the Patrol is able to concentrate its limited manpower at those times, in those places, and against those violations which are responsible for the highest percentage of accidents. The Accident-Arrest Analysis, worked out over a period of several months by Civils, Colonel James R. Smith, and the Institute of Government, has made selective enforcement agencies, a working tool of the Highway Patrol.

School Busses

Highway Patrol Trains 9,000 School Bus Drivers a Year, Checks 7,000 School Bus Routes a Month

By EDWARD LANE-RETICKER, *Assistant Director, Institute of Government*

In the early 1920's, a rural school committee bought a second-hand, horse-drawn wagon, converted it into the first school bus, and tried to find a driver for it. Failing to find an adult driver, they finally settled on a student who lived near the end of the route. The next year, other committees in the county followed this example, and in succeeding years the practice spread to other counties. These were the simple beginnings of a unique system of school transportation—a system which in 1953-54 operated 7000 school busses driven by 6200 student drivers and 800 adults. Over 800 of the student drivers are girls.

Safety Record

Over the years, student drivers have proved themselves equal to the task of transporting safely the most precious cargo that moves over the streets and highways of North Carolina. During the 1953-54 school year, the

State's school busses travelled 44 million miles in transporting more than 430,000 school children to and from school each day. The safety record of North Carolina's school bus drivers, seven-eighths of whom are students, compares very favorably with the records of school transportation systems in other states where the great majority of the drivers are adults. North Carolina school bus drivers average 100,000 miles per reportable accident. Even a dented fender is reportable. One measure of the success of the largely student-operated system is the fact that 20 states have studied North Carolina's system and now employ at least some student drivers.

Savings

Student operation of busses results in substantial savings for the school system. Student drivers are paid \$1.00 a day or about \$20.00 a month. To obtain adult drivers, the basic salary must ordinarily be supple-

mented. Adult drivers receive from \$40 to \$75 a month. The use of student bus drivers cuts school transportation costs about 20 percent and results in savings for the average county of from \$10,000 to \$20,000 a month, money which can be put to work in improving school facilities and staff.

State Responsibility

Until 1933 school bus transportation was the responsibility of each local school board. In that year, the state took over much of the financial burden of the local school systems and the control and management of school transportation. In 1937, the General Assembly first required a certificate of competence for all school bus drivers and placed a maximum speed limit of thirty-five miles an hour on all school busses carrying children.

Local Responsibility

Today several agencies and levels

of government play a part in running and maintaining the school bus system. County boards of education are responsible for the original purchase of busses. Once purchased, the busses become the property of the State, and replacement busses are purchased by the State. The State Department of Public Instruction maintains a staff, headed by C. C. Brown, Director of School Transportation, which approves all school bus routes and the places for stopping along the routes. Selection of school bus drivers is the responsibility of local school superintendents and principals, subject to the approval of local school committees. Maintenance of school busses is the responsibility of county school bus mechanics, who are responsible to county school boards, but maintenance costs are borne by the state.

Highway Patrol Responsibility

A very important responsibility in the school transportation program has been placed on the Highway Patrol Safety Division. The Field Representatives under the direction of James E. Civils, Chief of the Records and Driver Improvement Section, are responsible for the training of school bus drivers, and, with the county school bus mechanics, are jointly responsible for the certification of drivers as competent for the operation of school busses. In addition, members of the Patrol's Enforcement Division are responsible for making a safety inspection of each school bus route and each school bus driver in their territories at least once each school term. The mechanical condition of school busses is checked monthly and the results are reported to local school

superintendents. Included in the monthly check-up is an examination of the speed governor which limits each school bus to speeds below 35 miles an hour.

Driver Training

Before a student may qualify to drive a school bus, he must be at least sixteen years old and hold a driver's license. His driving record must be free of violations. Only students with reputations for reliability are selected for bus driver training. Training includes classroom work in the rules of the road and the special regulations applicable to school busses. Those who pass the test given at the end of the classroom work are given road training in a school bus. Successful completion of both parts of the training program is required before a driver is certified by the field representative and county mechanic. Only about sixty percent of the students selected for training qualify to operate school busses.

Once certified as competent to drive a school bus, the prospective driver must pass still another hurdle. He may not drive a school bus until he is selected for a bus by the superintendent or principal, with the approval of the local school committee. This important safeguard puts the responsibility for final selection on those who are likely to be best acquainted with a student, and who are in a position to judge his reliability and responsibility.

Wherever possible, a substitute driver is trained and certified for each bus. The substitute driver is then available to drive when the regular driver is absent, and upon the gradua-

tion of the regular driver, the substitute driver usually is appointed as the regular driver.

Because there are always a number of drivers who leave school or move away, the field representatives must train and certify about 11,000 regular and substitute drivers a year for the State's 7,000 busses. Thus, each of the twenty-seven field representatives is responsible for the training of an average of 400 drivers a year.

New Problems

With the consolidation of rural schools, the number of school busses has been increasing rapidly, frequently at the rate of several hundred a year. Today, there are more school children riding more school busses in the State than ever before. The paving, in recent years, of more than 20,000 miles of rural highways has meant that the routes travelled by school busses are also travelled by other vehicles at higher speeds and in greater numbers than a few years ago. The increased number of school busses at individual schools has produced congestion on school grounds, and in the last few months there has been an upturn in the number of accidents on school grounds.

Recognizing that present conditions require ever greater skill and care on the part of school bus drivers, the Highway Patrol has called upon the Institute of Government to help it prepare an intensified program of training for school bus drivers—a program designed to maintain and improve the excellent safety record which North Carolina's school bus drivers have built up over the last twenty-five years.

Speaking Up for Safety

By EDWARD LANE-RETICKER, Assistant Director, Institute of Government

Twice a day radio listeners all over the state hear the Bloodshed Boxscore, which on one day during this past month sounded like this: "Killed in the last twenty-four hours, none; injured in the last twenty-four hours, 13; killed to date this year, 343; killed to date last year, 434. The "Bloodshed Boxscore," also carried as a regular feature by many newspapers, is only one of the many ways in which the

Department of Motor Vehicles carries on its campaign to keep North Carolinians thinking about highway safety. News releases, motion pictures, schools, and talks to civic groups help to carry the safety message throughout the state.

Director of Public Information

Keeping the public conscious of the

highway safety problem and the steps being taken to prevent accidents is a full-time job for Bill Crowell, the Department's Director of Public Information. From Crowell's office in an average week originate news and feature stories about highway safety and enforcement, safety hints for motorists, and radio scripts for safety broadcasts. Picture mats are often

sent to newspapers along with news and feature stories.

Field Representatives

Field representatives of the Highway Patrol are responsible for safety promotion in their territories. While their primary duty of training school bus drivers occupies most of their time, several have found time to conduct safety programs on local radio stations. They appear frequently before civic clubs, Parent-Teachers Associations, and other organizations interested in safety. Field representatives also set up safety exhibits at all county fairs in their territories. At present, a number of field representatives are acting as instructors in traffic safety courses given as a part of the pre-release rehabilitation program being developed by the Prisons Department. These courses are given prior to release to prisoners at ten selected prison camps.

Safety Speeches

Officials of the Department of Motor Vehicles are frequently called upon for safety talks by groups in all parts of the State. Major Charles A. Speed, Director of the Safety Division of the Highway Patrol, is probably the present holder of the record for the number of talks and miles traveled in an average week. However, Commissioner Edward Scheidt, who has averaged about two safety addresses a week since taking office a year ago, isn't far behind Speed. Assistant Commissioner Joe Garrett, Major David T. Lambert, Director of the Enforcement Division of the Patrol, and James E. Civils, Chief of the Records Improvement Section of the Patrol's Safety Division, also frequently take the stump for safety.

Messages for Safety

Recently the Highway Patrol has begun greeting motorists from other states as they enter North Carolina. Each of the motorists is given a leaflet containing a welcoming message from the Governor and information about North Carolina's safety and enforcement program. Out-of-state motorists are advised of North Carolina's speed limits and informed that limits are enforced with electric and electronic equipment.

The Records and Driver Improvement Section maintains a library of over 100 safety films. These films are loaned to hundreds of schools, safety groups, and industrial plants in the course of a year. The Department recently made arrangements with the Communications Center of the University of North Carolina for the production of 57 safety films for television and other use.

The Department of Motor Vehicles believes in the slogan that says, "Safety Is No Accident," and the people in the Department work on the problem of highway safety with the knowledge that only the people who use the highways can actually bring about safety. The Department is using every available means of communications to bring this knowledge home to the people of the State.

Driver Licensing

(Continued from page 10)

revoked in North Carolina at the rate of 2,500 a month. Revocations follow serious offenses, such as drunken driving, and the Department of Motor Vehicles exercises no choice. It simply acts as the agent of the General Assembly in performing a duty imposed on it by that body. In the case of most suspensions, on the other hand, the Department does exercise choice in determining whether to suspend a license, and in determining within the limits set by law, the length of the suspension.

Hearings

In the case of suspensions the general policy followed by the Driver License Section is to suspend for the maximum period permitted by law. As soon as a suspension takes effect, the driver affected has the right to a prompt hearing in the county where he lives. When a driver whose license has been suspended requests a hearing, his entire record is sent to one of the five hearing officers stationed throughout the state, and a time and place is set for the hearing. In conducting the hearings, the hearing officers are empowered to administer oaths and issue subpoenas. The driver may, if he chooses, be represented by an attorney, and may introduce evidence which he thinks will persuade

the Department to exercise its discretion in his behalf. As a result of a hearing, the full suspension may be allowed to stand, the suspension may be shortened, or it may be cancelled altogether. A driver who is not satisfied with the results of a hearing may appeal the Department's decision to superior court.

Under the direction of Chief Hearing Officer Ralph C. Stevens, the five hearing officers conduct over 500 hearings and interviews a month. In addition to the hearings and interviews, they must make special investigations in many cases when facts, such as the identity of a driver or the exact offense committed, are not clear from the records, or are contested by a driver or his attorney.

There are many drivers who are never convicted of a particular offense or any combination of offenses set out as a special statutory ground for suspension or revocation. Nevertheless their records show a large number of accidents, violations, or both. In such cases, the driver may be called in for a preliminary hearing, before the Department decides what action to take. Or, where there is doubt as to the driver's ability to operate a motor vehicle safely, the driver may be called in for a special examination or re-examination by a supervising examiner.

The conduct of the driver license program requires constant attention to a great mass of administrative detail. The Chief of the Driver License Section, with the assistance of the Chief License Examiner and five supervising examiners, exercises technical supervision over 125 driver license examiners in the field. He also supervises more than 100 employees in the Raleigh office who are responsible not only for checking and compiling the reports of the examiners, maintaining the 1,600,000 records in the Master File, initiating and following up action against careless drivers, but also for the administration of the Safety-Responsibility Act (discussed elsewhere in this issue). To this task, Elton Peele has brought a degree in business administration from Wake Forest, experience in the insurance business, and experience as a Naval Officer in charge of industrial relations. In the past seven years his energy and dedication to the cause of highway safety have played a large part in making driver licensing in North Carolina a safety program which has gained nation-wide recognition.

The Kingdom of Safety

By ALBERT COATES, Director, Institute of Government

"The King's Highway"

A thousand years ago the English King called on all his "faithful subjects to give diligent counsel and aid" to the protection of "men traveling from place to place, as well as men sleeping in their beds;" and required all persons "fifteen years of age and upward to give information to the sheriff of persons violating the King's justice on the highways."

In the swing of the centuries the problem of highway safety has shifted from the man in ambush to the man behind the wheel; from the hit-and-run robber to the hit-and-run driver; from the savage who ran amuck with his keen-edged knife to the citizen who runs amuck with his high-powered motor car.

The Motor Vehicles Department in North Carolina today calls on all drivers "sixteen years of age and upward" to assume personal responsibility for traffic law observance to the safety point. And it calls to you no less insistently than the English King called to "all persons fifteen years of age and upward" to make the highways safer for people "traveling from place to place" a thousand years ago.

In The Name Of The Law

Fifteen hundred thousand drivers at the wheel are traveling forty million miles a day on our streets and highways with differing degrees of care and carelessness, speed and recklessness, sobriety and intoxication.

They are running into each other at intersections; sideswiping each other in passing; and crashing into each other in head-on collisions on straight-of-ways.

They are killing each other at the rate of a thousand or more a year. They are crippling and bruising each other at the rate of fifteen thousand a year—with injuries ranging from sprains and bruises and nervous

shock to fractured skulls, broken necks, broken backs, broken legs, broken arms, punctured lungs, and blinded eyes. They are destroying each other's property to the multi-million dollar point.

In the last fifty years they have killed and injured nearly twice as many as North Carolina lost in killed and wounded in World War I, World War II, and the Korean War.

Most if not all of these killing, crippling, and damaging accidents may be avoided if drivers at the wheel will follow the letter and the spirit of the law.

Six hundred killing accidents and forty-six hundred crippling or lesser accidents yearly involve violations of laws against speeding, careless driving, reckless driving, drunken driving, and driving on the wrong side of the road.

Nearly two hundred killing accidents and thirty-five hundred crippling or lesser accidents yearly involve violations of laws against driving through red lights, stop signs, warning signals, grabbing the right-of-way belonging to another, and giving improper signals or no signals at all.

One hundred killing accidents and twenty-five hundred crippling or lesser accidents yearly involve violations of laws requiring the driver to slow down on a curve, and laws against passing a car on a curve, hill, or grade crossing, racing a car that is trying to pass, following a car too closely, cutting in too quickly after passing, driving through safety zones, passing a school bus stopping to take on children or put them off.

These are not empty figures. Cut them and they bleed with the blood of men and women and little children. Listen to them and they echo with the cries of pain and suffering of people who have reached the point of no return. Follow them and they lead you to hospital rooms, disfigured faces, disrupted families, courtroom trials, prison camps, and cemetery plots.

For violation of these laws every year, thousands of drivers lose the right to drive. Added thousands lose their liberty in prison sentences ranging from days to months to years, and pay hundreds of thousands of dollars for hospital beds, doctors' bills, lawyers' fees, court costs, jury verdicts, fines and penalties, and property sold at sheriffs' sales to satisfy the judgments of the courts.

The Driver At The Wheel

Democracy is no longer in the saddle; it is at the wheel. Everyone may not aspire to be a king, but everyone aspires to sit at the controls of the deadliest weapon that modern science and mass production ever put into the hands of the rank and file of the people. That is why the State requires every aspiring driver to show on formal examination the skill and knowledge necessary to drive with safety to himself and others before it gives him a license to drive a car upon the streets and highways.

Driving is a complicated business. It calls on you to keep your eyes on the road and the driver before you and behind you; on intersecting roads to your right and to your left; and on signs, signals, and markings all around you with their notes of warning. It calls on you to be forever ready to slow down, stop, back, start, shift gears, speed up, swing right or left, and otherwise adjust yourself to expected and unexpected hazards from all sides at all times on pain of serious injury or sudden death.

Driving is a dangerous business. It calls on you to be forever alive to the hazards of speed, and the ways in which the hazards of speed are multiplied by curves and hills and bridges; slick tires, slick roads, and dark nights; side roads and street intersections; holiday crowds and holiday spirit; alcoholic liquor and narcotic drugs; cars with dazzling lights, one-eyed lights, and no lights at all; and drivers—hurried, worried, and tired.

Driving is a co-ordinating business. That is why you ought to keep your wits about you. That is why you need a clear eye, in a clear head, looking through clear glass, in clear light—day or night. That is why you need a clear understanding of signs, signals, and markings and a clear knowledge of the rules of the road. That is why you cannot afford to drive under the influence of intoxicating liquor or narcotic drugs—slowing down reaction time you need to swing the wheel or put on brakes, clouding your vision, dulling your judgment, loosening your tongue, giving you more nerve than sense, and making you drive worse while believing you are driving better—long before the point of drunkenness is reached.

A Matter Of Life And Death

The Motor Vehicles Department believes that if a high degree of skill and knowledge is required of every pilot of a ship on waterways; every pilot of a train on railways; every pilot of a plane on airways, then a high degree of skill and knowledge ought to be required of every driver at the wheel on highways; and every driver ought to insist on this skill and knowledge in every other driver as a matter of life and death to all concerned.

The Motor Vehicles Department is working out a program: (1) to help you acquire needed skill in driving; (2) to help you understand the meaning of signs, signals, and markings; (3) to help you learn the rules of the road; (4) to stimulate an attitude of law observance and a fellow feeling for a fellow citizen that will carry you beyond the bare requirements of the law in doing your part to make the streets and highways safer for the people.

The Motor Vehicles Department believes that you and other drivers at the wheel can cut down the killing, crippling, and damaging accidents on the streets and highways of North Carolina by two-thirds or more within the next twelve months if you will follow the letter and the spirit of the laws and practices outlined in this program.

Poor Manners and Poorer Sportsmanship

The Motor Vehicles Department wants your help in bringing home to every driver at the wheel:

- (1) *the poor manners and poorer sportsmanship* involved in leaving

home too late to get to work on time at a lawful rate of speed, speeding to the point of reckless driving to make up for his own lost time at the expense of fellow drivers, creating deadlines all along the highway in the effort to meet a deadline at the journey's end;

- (2) *the poor manners and poorer sportsmanship* involved in honking his horn with an imperious clamor, reducing personalities to pedestrians, and bringing a rise to the gorge and a chip to the shoulder of fellow citizens on foot;
- (3) *the poor manners and poorer sportsmanship* involved in rushing along a side road to an intersection point in the hope of bluffing the main-road driver out of his lawful right of way and creating tensions which are not relaxed by slamming brakes and screeching stops;
- (4) *the poor manners and poorer sportsmanship* involved in private racing on public highways with cars before or behind or abreast, by men too full of themselves to think of others;
- (5) *the poor manners and poorer sportsmanship* involved in the reckless cutting in and out of traffic to the point that drivers going and coming are forced to sudden slowing down and stopping short in order to save themselves from the offending driver and the offending driver from himself.

Lip Service To The Law

Safety will never come to the streets and highways of North Carolina, as long as the driver at the wheel:

- (1) cavalierly violates the traffic laws he has elected legislators to make;
- (2) turns with wrath on the officers who dare to caution or arrest him for violating the very laws he hired them to enforce;
- (3) swears on the Bible he was going less than twenty-five miles an hour when the impact from a head-on collision was terrific enough to drive his engine halfway under the body of the colliding car;
- (4) goes on the witness stand and testifies he drank a little liquor "for the stomach's sake" when he was too drunk to strike a

match, light a cigarette, recognize his driver's license card, or stoop and pick up a bunch of keys;

- (5) sits in the jury box and winks at violations of the traffic laws, and no offense is known, since in the other's guilt he finds his own;
- (6) puts pressure on solicitors and judges to throw out his cases, change his warrants, suspend his sentences, or punish him so lightly he will not know he was punished at all;
- (7) forces driver license examiners to examine loosely that they may examine at all—according to standards too low for public safety and too high for private acceptance and yet as high as the traffic will bear;
- (8) turns the heat on hearing officers to restore as a favor a license revoked for cause—convincing them beyond a shadow of a doubt that traffic laws and driver examinations may not be against the Constitution of North Carolina but are against the constitution of human nature; that "all advice is bad and good advice is worse;" and that even if the advice were good he wouldn't like it;
- (9) violates traffic laws at random in the presence of his sons and daughters—forgetting that lawless indifference to traffic laws breeds lawless indifference to other laws, and the age-old truth that whatsoever a man soweth, that shall he also reap.

There may be some doubt about the fact that Nero fiddled while Rome burned, but there is no doubt about the fact that drivers at the wheel are playing fast and loose with traffic laws and traffic safety, while graphic loss of life and limb goes on to advertise in suffering and blood the pitiful dilemma of popular government on the streets and highways of North Carolina.

The Kingdom of Safety

"Which of you by taking thought can add one cubit to his stature? . . ."

"And which of you by being anxious can add one cubit unto the measure of his life?"

The Motor Vehicles Department knows it can go so far and no farther.

It can give you a driver's license

on a showing that you have the eyes to see a proper distance; understand signs, signals, and markings; know the rules of the road; and have the skill to drive a car in traffic. But it cannot guarantee you will keep your mind on your driving; open your eyes to the signs, signals, and markings around you; follow the rules of the road; or put your skill and knowledge into practice on the streets and highways.

The faith in which it tests you for a driver's license is the faith that with the right to drive freely you will drive safely; that with the freedom to drive as you please, you will please drive as you should; and that this understanding of your own responsibility for safety on the streets and highways will go with you into the driver's seat, get under your skin, sink into your mind and conscience, and find expression in your reflex actions at the wheel.

You know without the telling that the price of safety like the price of liberty is paid in everlasting vigilance; that doing unto others as you would have them do unto you breeds the fellow feeling that makes men wondrous kind; that safety like charity begins at home; that on the streets and highways every driver is his brother's keeper; and that first, last, and always the rule of good manners is the golden rule of the road.

The kingdom of safety, like the Kingdom of God, is not in the mass, nor in the committee, nor in the other fellow—it is in you; and the keys to the kingdom are in the hands of every driver at the wheel.

Which of you by taking thought can add one cubit to his law observing stature? And which of you by being anxious can add one cubit unto the measure of his life on the streets and highways of North Carolina?

Commissioner Edward Scheidt
(Continued from page 2)

throughout the state were down. Passenger cars, which averaged 49 miles an hour in October, 1952, averaged 47 miles an hour in October, 1953. The number of out-of-state cars traveling more than 50 miles an hour was down 14 per cent; the number of local cars traveling more than 50 miles an hour was down 6 per cent. The biggest reduction was in the speeds of commer-

cial vehicles. The number of these vehicles traveling more than 50 miles an hour was down almost 50 per cent. James Burch, Engineer of Statistics and Planning for the Highway Commission, called the speed reduction "the first significant reversal in an upward speed trend which started over three years ago."

Fatalities Decrease

As speeds have dropped in North Carolina, the number of fatalities and injuries has dropped too. Not since September, 1953, has the monthly number of fatalities been as great as the monthly number of fatalities in the preceding year. In the first five months of 1954, 346 people were killed on North Carolina's highways, as compared with 431 in the same period in 1953, a difference of 85 human lives. If the trend can be maintained, North Carolina can finish 1954 with well under a thousand traffic fatalities and the lowest number of fatalities in five years.

Continuing Program

Ed Scheidt is still working to improve his enforcement and safety program. In January, Charles A. Speed, formerly Commanding Officer of Troop E, with headquarters in Asheville, was promoted to Major and named Director of the Safety Division. Since his appointment, Speed has worked hard to make the Safety Division an integral part of the Patrol. He has personally talked safety in every corner of North Carolina.

In cooperation with the University of North Carolina, the Department of Motor Vehicles has arranged to produce a series of traffic safety films for television. It has sponsored the preparation of a basic textbook in traffic law and safety, courses in driver education, and a voluntary system of mechanical inspection.

The enforcement techniques worked out during the past year continue to be applied vigorously and developed further. The new patrol cars now being placed in service are Ford "Police Interceptors," more powerful and better equipped for patrol work than the cars they are replacing. In preliminary tests, 35 mm. cameras rented from Markel Service and mounted on patrol cars are proving their value.

The cameras document violations in still or motion pictures that may be used both as evidence in court and for instruction in traffic safety and driver education courses.

A new system of analyzing accident and arrest information is providing the Patrol with facts and figures it needs to operate most effectively. The statistical report based on this analysis is issued to commanding officers of patrol units monthly. It shows the percentages of accidents occurring on various types of roads, at each hour of the day, on each day of the week, and the types of violations responsible for the accidents. It also shows the percentages of arrests made on the same roads, at the same hours, on the same days, and for the same violations. Comparing percentages of accidents with percentages of arrests helps to guide the patrol in planning more effective enforcement.

Psychological Warfare

As Ed Scheidt completes his first year as Commissioner of Motor Vehicles, and the Highway Patrol rounds out its first quarter-century of service, people may disagree as to the secret, or secrets, of Scheidt's success, but there is no secret about his methods. One method is the psychological warfare he has used to keep the potential violator off balance. One patrol car on the road no longer means the driver's quota for the day. There may be another, marked or unmarked, over the next hill. There may be patrol cars every few miles along the road for the next hundred miles, or there may not. Tubes on the roads may be dummies, or they may click off the driver's speed as he goes over them. The car behind a driver may be just another light green Plymouth, or it may be a patrol car. It's safer in more ways than one to ease up on the gas pedal and drive safely.

Scheidt has brought to the highway safety problem a willingness to experiment and use every available approach: not only strict enforcement, but education, films, advertising, public speaking, and anything else that might help reduce accidents. He has demonstrated that one of the best defenses against accidents is to take the offensive against the traffic violator. He has worked as hard to make people want to drive safely as he has worked to make sure that they will be arrested if they don't.

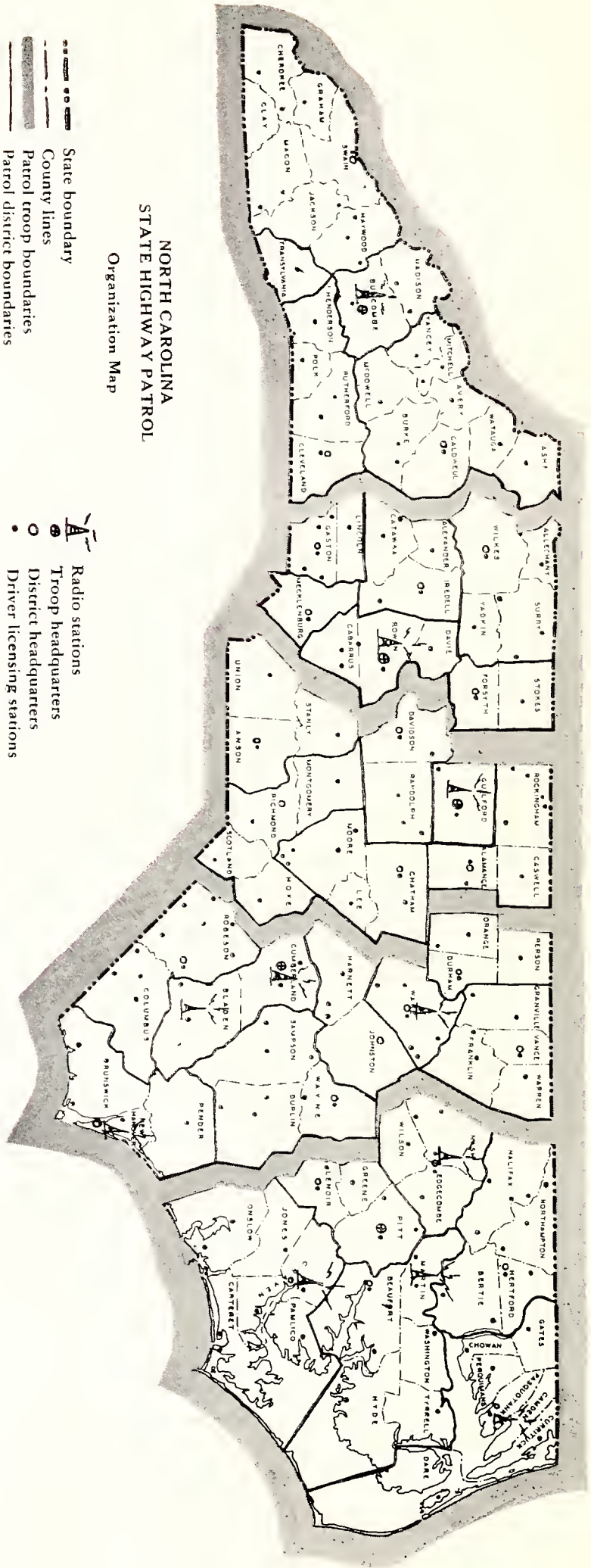
TROOP E

TROOP D

TROOP C

TROOP B

TROOP A



NORTH CAROLINA
STATE HIGHWAY PATROL

Organization Map

- State boundary
- - - County lines
- ▬ Patrol troop boundaries
- ▬ Patrol district boundaries

- Ⓐ Radio stations
- Ⓜ Troop headquarters
- District headquarters
- Driver licensing stations



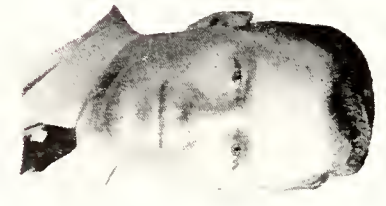
Capt. D. G. Lewis
Asheville



Capt. W. F. Bailey
Salisbury



Capt. A. W. Welch
Greensboro



Capt. C. R. Williams
Fayetteville



Capt. S. H. Mitchell
Greenville



