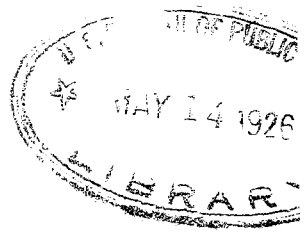


6206  
NY 2423  
726

# Second National Conference

on

## Street and Highway Safety



**HON. HERBERT HOOVER**  
*Secretary of Commerce*  
*Chairman*

Washington, D. C.  
March- 23, 24, 25, 1926

**Associations cooperating with the Department of Commerce  
in organizing and financing the National Conference  
on Street and Highway Safety**

AMERICAN AUTOMOBILE ASSOCIATION  
AMERICAN ELECTRIC RAILWAY ASSOCIATION  
AMERICAN MUTUAL ALLIANCE  
AMERICAN RAILWAY ASSOCIATION  
CHAMBER OF COMMERCE OF THE UNITED STATES  
NATIONAL ASSOCIATION OF TAXICAB OWNERS  
NATIONAL AUTOMOBILE CHAMBER OF COMMERCE  
NATIONAL BUREAU OF CASUALTY & SURETY UNDERWRITERS  
NATIONAL RESEARCH COUNCIL  
NATIONAL SAFETY COUNCIL

## CONTENTS

	PAGE
Opening address of the Chairman . . . . .	7
Report of Conference . . . . .	13
Traffic laws and regulations . . . . .	15
Enforcement of traffic laws and regulations . . . . .	17
Education . . . . .	17
Statistics . . . . .	18
Causes of accidents . . . . .	19
Design and maintenance of motor vehicles . . . . .	20
Street and highway traffic facilities . . . . .	20
Elimination and protection of grade crossings . . . . .	23
Resolution of Governor John G Winant . . . . .	26
Closing remarks of the Chairman . . . . .	26
Appendix A . . . . .	29
List of members of the Conference . . . . .	33

## ORGANIZATION OF THE National Conference on Street and Highway Safety

Honorable HERBERT HOOVER, Secretary of Commerce.....	<i>Chairman</i>
F. A. DELANO, President, American Civic Association, Washington D. C.....	<i>Vice-Chairman</i>
A. B. BARBER, Chamber of Commerce of the United States.....	<i>Director</i>
ERNEST GREENWOOD, Washington, D. C.....	<i>Secretary</i>
JULIUS H. PARMELEE, Director, Bureau of Railway Economics.....	<i>Treasurer</i>
E. K. KLOMAN, Bureau of Railway Economics.....	<i>Assistant Treasurer</i>
SIDNEY J. WILLIAMS, National Safety Council.....	<i>Consultant</i>

### COMMITTEES, 1925-26

#### Committee on Uniformity of Laws and Regulations

Gen. NATHAN WILLIAM MACCHESNEY, Vice-President, American Bar Association; Chairman, Uniform Public Law Section, and Former President, National Conference of Commissioners on Uniform State Laws.....	<i>Chairman</i>
A. P. FEDERLINE, American Automobile Association.....	<i>Secretary</i>
J. ALLEN DAVIS, Associate Counsel, Automobile Club of Southern California; Draftsman, Uniform Vehicle Committee, National Conference of Commissioners on Uniform State Laws..	<i>Legislative Draftsman</i>

#### Committee on Enforcement

Hon. WILLIAM McADOO, Chief City Magistrate, New York City.....	<i>Chairman</i>
C. W. STARK, Chamber of Commerce of the United States.....	<i>Secretary</i>

#### Committee on Causes of Accidents

Dr. WALTER V. BINGHAM, Director, Personnel Research Federation, New York City.....	<i>Chairman</i>
Dr. F. A. Moss, George Washington University.....	<i>Secretary</i>

#### Committee on Metropolitan Traffic Facilities

F. A. DELANO, President, American Civic Association.....	<i>Chairman</i>
NORMAN C. DAMON, National Automobile Chamber of Commerce.....	<i>Secretary</i>

#### Committee on Statistics

W. M. STEUART, Director, Bureau of the Census.....	<i>Chairman</i>
J. H. PARMELEE, Director, Bureau of Railway Economics.....	<i>Secretary</i>

#### Committee on Public Relations

GEORGE M. GRAHAM, Vice-President, Chandler Motor Car Co.; Chairman, Traffic Planning and Safety Committee, National Automobile Chamber of Commerce.....	<i>Chairman</i>
ERNEST GREENWOOD, Secretary, Conference on Street and Highway Safety.....	<i>Secretary</i>

For information concerning additional copies of the reports of the above committees address National Conference on Street and Highway Safety, Department of Commerce, Washington, D. C.

## COMMITTEES, 1924

### Committee on Statistics

W. M. STEUART, Director, Bureau of the Census.....*Chairman*

J. H. PARMELEE, Director, Bureau of Railway Economics.....*Secretary*

### Committee on Traffic Control

ROY F. BRITTON, Chairman, Legislative Committee, American Automobile Association; President, Automobile Club of Missouri....*Chairman*

C. W. STARK, Chamber of Commerce of the United States.....*Secretary*

### Committee on Construction and Engineering

FRANK PAGE, Chairman, North Carolina State Highway Commission. *Chairman*

C. W. STARK, Chamber of Commerce of the United States.....*Secretary*

### Committee on City Planning and Zoning

F. A. DELANO, President, American Civic Association.....*Chairman*

JOHN IHLDER, Chamber of Commerce of the United States.....*Secretary*

### Committee on Insurance

S. S. HUEBNER, Professor of Insurance, University of Pennsylvania.. *Chairman*

ROLLIN M. CLARK, Chamber of Commerce of the United States.....*Secretary*

### Committee on Education

A. W. WHITNEY, Associate General Manager and Actuary, National Bureau of Casualty & Surety Underwriters.....*Chairman*

ERNEST GREENWOOD, Washington, D. C.....*Secretary*

### Committee on the Motor Vehicle

H. M. CRANE, President, Society of Automotive Engineers.....*Chairman*

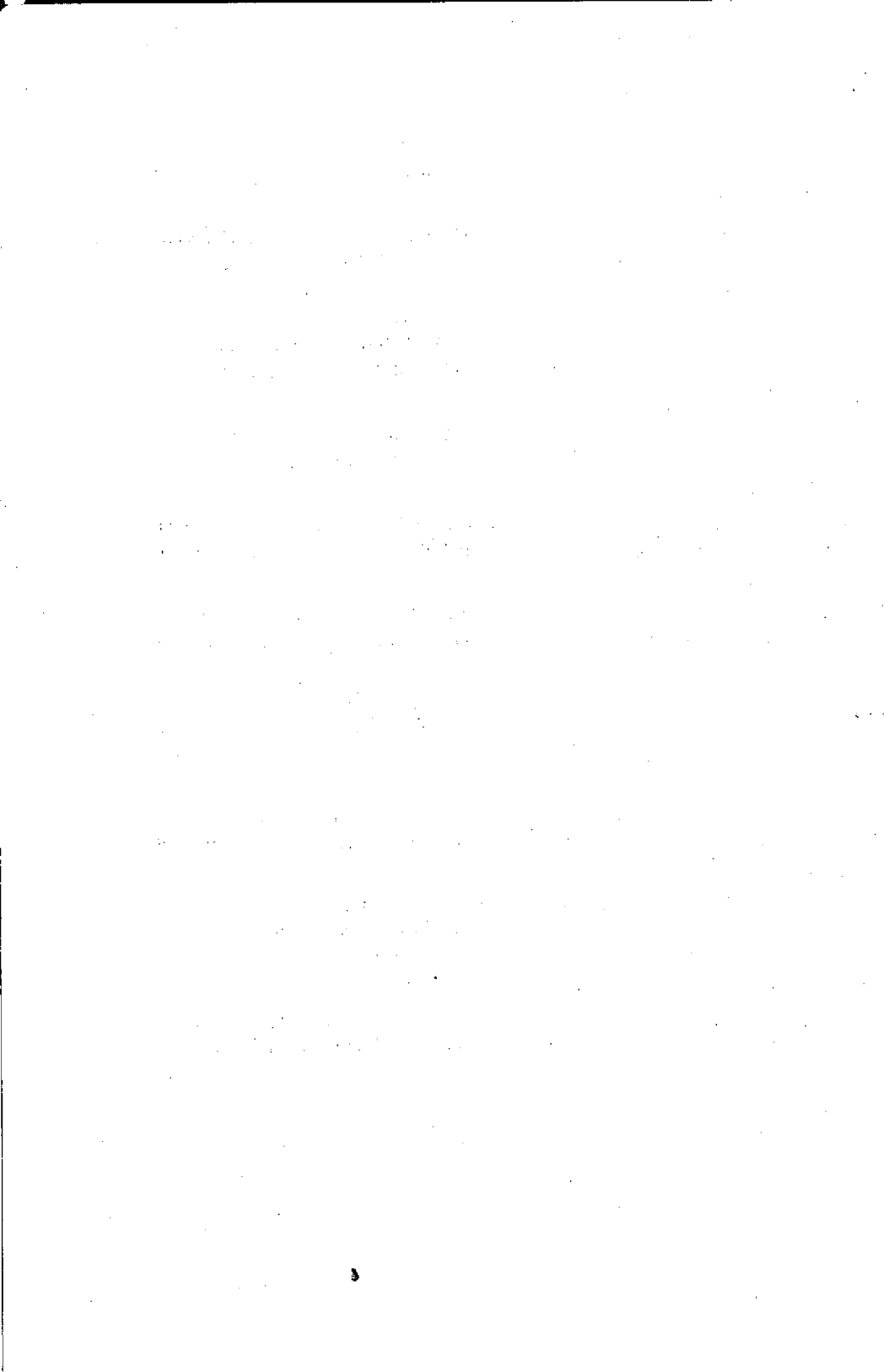
JOHN R. HOPE, American Automobile Association.....*Secretary*

### Committee on Public Relations

GEORGE M. GRAHAM, Vice-President, Chandler Motor Car Co.; Chairman, Traffic Planning & Safety Committee, National Automobile Chamber of Commerce.....*Chairman*

NORMAN C. DAMON, National Automobile Chamber of Commerce....*Secretary*

For information concerning additional copies of the reports of the above committees, address National Conference on Street and Highway Safety, Department of Commerce, Washington, D. C.



## Opening Address of the Chairman, Hon. Herbert Hoover, Secretary of Commerce

The purpose and problem of this Conference is to devise and recommend measures which will reduce the traffic accidents in the country. With 23,900 persons killed and approximately 600,000 injured last year, the importance of this subject needs no emphasis.

Furthermore the presence at this Conference of the official delegates appointed by the Governors of 43 states, delegates of all the voluntary organizations in the country given to promotion of greater traffic safety, including traffic and police officials and representatives of industries concerned, amounting to nearly 1,000 delegates gathered here, is proof of the seriousness of the question.

It is just a little over fifteen months since we met in this room to consider the reports of the eight committees of the First National Conference on Street and Highway Safety and weave them together into a final report of the Conference itself. In this report you made certain recommendations with regard to legislation, administration and regulation, cooperative work and future activities involved in a national street and highway accident prevention program. At the same time, realizing as we all did, that the work of this Conference was in no wise completed, you requested that I call a second conference after about a year and that in the interim the necessary Committee work be carried on.

The committees of the First Conference rendered an invaluable service in building the foundation for the work which has been done during the past year and which will be presented to you at this Conference. Theirs was the work of pioneers. They were charged with the duty of making a preliminary survey of the street and highway situation, of studying present-day methods of traffic control, of evaluating the factor of construction and engineering, of making an examination of the relation of city planning and zoning to street and highway hazards, of investigating the entire question of automobile insurance and its relation to accident prevention, and of making recommendations with regard to the education of the public and the construction of the motor vehicle itself.

The reports of these committees are in as great demand today as they were a year ago. They have become a definite part of the literature which is guiding city and state officials throughout the United

States in their efforts to bring about better traffic conditions in their respective communities

You will recollect that the Conference last year enlarged the Public Relations Committee and instructed it to act as a Steering Committee for formulation of the work of this Conference by the creation of new committees to investigate and make recommendations as to special phases developed by the former committees and adopted by the last Conference. Six of the eight committees of the last Conference had practically completed their work and said what seemed to them to be the last word for the time being on their respective subjects. Another committee, which was Committee No. 1 on Statistics, was engaged in a work which because of its nature is never done. We, therefore, continued this committee and it presents to this Conference a further report as of January 1, 1926.

The outstanding feature in the reports of all our committees last year and in the decisions of the Conference itself was the lack of uniformity in our traffic law and regulations and the failure of many communities to benefit by the experience of others—all of which has a large responsibility in the causes of accidents.

In result of your recommendations last year we appointed a Committee on Uniformity of Laws and Regulations, and requested it to prepare for submission to this Conference a model motor vehicle code which would be so drafted that it might act as a guide to the different states.

At the request of the Conference we also appointed a Committee on Enforcement to study the entire question of enforcement procedure and to report if possible on the best method in vogue for bringing about obedience to the motor vehicle law. After all, laws are of little value if they are not or cannot be properly enforced, and it is my belief that much of the solution of the present high accident rate on our city streets and rural highways lies in the enforcement of the law by the police and by properly organized traffic courts.

Last year the Committee on Statistics pleaded for adequate uniform methods of accident reporting and stated that very little is known about the causes of accidents. It renews its plea this year, with emphasis. It seems that too often the cause of the accident which is reported is either not a cause at all or is simply a collateral or contributing cause, and that very little is known about fundamental causes. In response to the wish of the last Conference, a Committee on Causes of Accidents has given deep study to this subject.



Again as requested by the Conference last year, we appointed a Committee on Metropolitan Traffic Facilities to study the causes of congestion, the costs of congestion, the methods of relief. It must not be forgotten that if we are to find a permanent solution for the problem of traffic accidents we must at the same time discover a permanent solution for the problem of traffic itself.

The members of these six committees have given an extraordinary amount of time and intelligent effort in presentation to you of their reports.

The Committee on Statistics in its discussion of the trend of street and highway accidents presents a picture which is not very encouraging although it has some bright spots. It tells us that while the total number of fatalities and possibly the number of serious personal injury accidents is increasing numerically, the speed of increase has been dropping for the past two years and that perhaps we can look forward to a gradual decrease in the total number of accidents. I would like to feel and I do feel that this improvement—which is significant when one considers the tremendous increase in motor vehicle registrations—is due to the work of the many bodies which are represented at this Conference. I am told that if traffic fatalities had continued to increase during 1924 and 1925 at the same average rate that they increased from 1919 to 1923, there are over 6,000 persons living today who would have lost their lives during those two years. All this is hypothetical, but it is encouragement to continue in the fight.

You have had placed before you a model motor vehicle code consisting of three suggested laws which, if adopted by all of the states, will bring about uniformity of laws and regulations. I consider this to be perhaps the outstanding concrete accomplishment of the two years of work of the Conference on Street and Highway Safety. In making this statement I do not depreciate in any way the work of any of the other committees. Their work is the foundation for it. This code is largely based on the results of their work and could hardly have been designed in a manner which seems to be so satisfactory to all groups had it not been for their services. The committee is headed by one of the nation's most distinguished lawyers. He has had in the personnel of his committee well-known lawyers, engineers, state and city officials, and representatives of practically all of the groups affected by the traffic situation. The committee has worked hard. It has had the benefit of the invaluable assistance of the National Conference of Commissioners on Uniform State Laws. Its draftsman is a man of

long experience in motor vehicle legislation It is my belief that in presenting the three suggested laws which make up this code to the various state legislatures throughout the United States this Conference is making a contribution to the effort to save lives and human suffering which can never be measured in dollars and cents

The need for uniformity of laws as between states and uniformity of traffic ordinances as between cities of the same state is to me so obvious as to hardly need any elaborate discussion

Automobile regulation may be divided into two general types Local police control unassisted by proper state motor vehicle law, and local police assisted by such a law The question has sometimes been asked as to whether there is any evidence that motor vehicle law of the type recommended by the Committee on Uniformity of Laws and Regulations is actually productive of a decrease in accidents It goes without saying that in a field involving so many factors there is great difficulty in determining the exact results of such legislation I have, however, within the last thirty days received the results of a study of this subject, which indicate that the accident hazard in the states having modern motor vehicle legislation is less by some 25 to 30 per cent than it is in other states which do not have such vehicle legislation These figures appear to be supported by the data gained from the experience of automobile insurance companies

It is gratifying to note the recent report of improvement in the accident situation in the great State of New York During the year since its new automobile law went into effect this state has recorded a decrease of 10 per cent in automobile accidents as compared with the preceding year Contrasted with a nation-wide increase of apparently five per cent or more during the same period the reduction of New York State seems to constitute another indication of the value of motor vehicle laws embodying the principles recommended by your Committee on Uniformity of Laws and Regulations.

But the mere acquisition of uniformity of motor vehicle laws is by no means sufficient These laws cannot be considered to have any particular value simply because they are written on the statute books They must be enforced It seems to me therefore that a careful study of the report of the Committee on Enforcement is almost if not entirely as important as a careful study of the report of the Committee on Uniformity of Laws and Regulations Without drastic enforcement, without certain and sure punishment for the willful violator of the law, without some method of court procedure by means of which the crimi-

nally reckless, the negligent and the incompetent can be driven from the use of the streets and highways by means of the operation of that law, the time which has been occupied in its drafting has been wasted

The Committee on Enforcement has presented to you a report which is the result of a careful study of the most effective means for the prevention of traffic violations. It seems to me that you can do no better than to lend your best efforts to persuading the courts, the police, and traffic authorities generally throughout the country that except in those cases where there may be extenuating or unusual circumstances they adopt procedures which will insure certain and drastic penalties for the deliberate violator of the traffic laws and the rights of others

The Committee on Causes of Accidents demonstrates very clearly the outstanding fact that very little is known about what causes a particular motor vehicle accident. It seems to be impossible at this time to even evaluate with any degree of accuracy the human and the mechanical or physical factors which are involved in every accident. The outstanding feature of the report of this committee is a plea for exhaustive and extended research work on the part of some organization which may be particularly fitted for that purpose

It seems to me that this is fundamental. We are setting out to put a stop to accidents without apparently knowing the real fundamental cause of that large area of accidents which lie outside the field of sheer recklessness and negligence and so it might be said that even with adequate and proper uniform laws and with a method of procedure which would insure the enforcement of those laws accidents will continue until we can discover this elusive and mysterious cause of the accident

The question of metropolitan traffic facilities leads us into an entirely new field, but one which is closely allied with accidents and accident prevention. After all, are we not facing two problems which are interlocking? We started out to solve the problem of traffic accidents. We have passed through the door of the problem of urban transportation

Urban transportation does not mean to me simply the question of facilities for the movement of great masses of people living in communities. Transportation facilities include everything from pedestrianism to steam railroads, the intermediate units being the private automobile, the rented or drive-it-yourself car, the taxicab, the motor bus, the street railway, and the elevated and subway lines

Are we not faced here with a great problem of the proper coordination of a city's transportation facilities? Is it not true that if we solve that

problem we will solve to a very large degree the problem of congestion, and will not this solution in turn contribute to the solution of the problem of accident prevention?

It seems to me that here again we are faced with the need for exhaustive and intensive research work. I am impressed with the thought that it is high time that some agency present to the public a scheme for urban transportation which will include all of these transportation units and which, because of some scientific scheme of coordinating the various units, will increase the use which we can obtain from our present streets and highways.

The Committee on Metropolitan Traffic Facilities has presented to you a startling picture of the material losses resulting from congestion and inadequate facilities. It has stated that these great annual losses constitute a most conspicuous and widespread economic waste, reaching every individual not only through the menace to life and safety but also through increased costs of nearly every necessity of life. It has devoted its report very largely to the need of a program for improvement of traffic facilities and methods of organization for the carrying out of such a program. The magnitude and ramifications of this work are such as to deserve not only the careful consideration but the active assistance and cooperation of every citizen of every community in this country.

These are the thoughts which I wish to leave with you as you take up your consideration of the various reports and recommendations of your committees. I wish to say again, as I said to the last Conference, that after all the streets and facilities belong to all of the people and to no one special class, and if the result of this Conference makes them just a bit more safe for all of the people it will have earned the thanks of the entire nation. I note with a great deal of satisfaction the response from the Governors of the various states to the request of President Coolidge that official delegations representing their respective states be sent to this Conference. This problem is not a problem to be solved by individual cities or even individual states, without regard to the conditions existing in other cities and other states. It is, after all, intellectually an interstate problem, yet one which must be solved materially and actually by the individual states acting in concert and not by the federal government or by some establishment set up by the federal government.

## Report of the Second National Conference on Street and Highway Safety

The purposes which brought the National Conference on Street and Highway Safety into existence in the spring of 1924 were, first, to focus public attention on the appalling increase in street and highway accidents, and second, to develop a comprehensive program for improvement of traffic conditions and reduction of accidents, upon which all concerned, including state and municipal officials and others interested, could agree

The losses of life, personal injuries and destruction of property in traffic accidents have been estimated at an economic loss of \$600,000,000 annually, and additional losses resulting from congestion and other causes incident to inadequate traffic facilities bring the estimated total loss in the United States due to all these causes to more than \$2,000,000,000 per annum

The awakening of public consciousness is not only shown in the widespread attention which has been given to the subject throughout the country, but is also reflected in an apparently favorable change in the trend of the accident record, which up to and including 1923 was mounting at a progressively increasing rate, but which in 1924 showed a much lower rate of increase. In many jurisdictions in 1925 the number of fatalities was kept down and in some cases reduced below the 1924 figures. The widespread publicity resulting from the Conference itself, and the work of the participating organizations and other interested groups, have had a marked influence in bringing to all classes of the population concerned a realization of their responsibilities in dealing with this problem. There is urgent need, however, that this be translated into further remedial action.

A program of specific remedial measures has been developed by the Conference, first, through the surveys carried on in 1924 by eight special committees dealing with the essential elements of the accident reduction problem, and, second, through the supplementary committee reports prepared for the present Conference.

For the benefit of states and communities having to deal with the problems of traffic and accident reduction, this Conference desires to

emphasize the continuing value of the reports rendered to the First Conference by the following Committees

- 1 *Committee on Statistics*
- 2 *Committee on Traffic Control*
- 3 *Committee on Construction and Engineering*
- 4 *Committee on City Planning and Zoning*
- 5 *Committee on Insurance*
- 6 *Committee on Education*
- 7 *Committee on the Motor Vehicle*
- 8 *Committee on Public Relations*

These reports, with but slight changes, were adopted by the First Conference, after thorough consideration, and summarized by that Conference in its report of legislative principles, administrative and regulatory principles, and suggestions for cooperative work. This Conference recommends that the reports of the Committees of the First Conference, and the report of that Conference itself, be made available to all who may have occasion to use them.

The committee work done in preparation for the Second Conference has been primarily designed to develop further and put in more available form the recommendations made by the First Conference. The new reports include those of

*A Committee on Uniformity of Laws and Regulations*, which presents a suggested model for a uniform vehicle code, developed with the cooperation of the National Conference of Commissioners on Uniform State Laws and dealing with registration, certificate of title, licensing of operators and chauffeurs, rules of the road, regulations governing the operation of vehicles on highways and adequate signing of the highways; together with suggestions for the development of uniform municipal ordinances and uniform state and municipal regulations.

*B Committee on Enforcement*, which recommends measures of organization and procedure to secure better enforcement of the laws and regulations affecting street and highway safety.

*C Committee on Causes of Accidents*, which gives such information as is available as to the causes of accidents and outlines a program for determining the causes of accidents with a view to their elimination.

*D Committee on Metropolitan Traffic Facilities*, which outlines a program for the improvement of traffic facilities and recommends suitable plans of organization for its accomplishment.

*E Committee on Statistics*, which presents essential facts of the accident record together with recommendations as to improvement in the collection and analysis of accident statistics

*F Committee on Public Relations*, which proposes measures for putting into effect the recommendations of the Conference through action of the participating organizations

After reviewing these reports this Conference is of the opinion that, taken together with the reports of the 1924 Conference mentioned above, they constitute a sufficiently complete program for present purposes, and that the problem to which special attention should be directed is that of putting this program into effect

The Conference submits the following outline of its recommendations, the details of which are found in the reports of the committees and in the report of the First Conference

#### *Traffic Laws and Regulations*

1 A Uniform Vehicle Code, including (1) A Uniform Motor Vehicle Registration and Certificate of Title Act, (2) A Uniform Vehicle Operators' and Chauffeurs' License Act, and (3) A Uniform Act Regulating the Operation of Vehicles on Highways should be enacted by each of the states and the District of Columbia. A suggested model for such a code is contained in the report of the Committee on Uniformity of Laws and Regulations, which, with modifications approved by the present Conference and embodied in Appendix A attached to this report, is endorsed by this Conference and is recommended to the National Conference of Commissioners on Uniform State Laws and to the several state legislatures as the basis for uniform legislation on the subject \*

2 The Uniform Vehicle Code should be supplemented by state administrative regulations which should, as far as practicable, be developed on a uniform basis through cooperative action of the associations of officials concerned, particularly the state highway officials and motor vehicle commissioners, together with joint committees including other

---

\*Report of Committee on Uniformity of Laws and Regulations, 1926, pp 9-14, 105-125, 205-218, and 305-337. See also report of Committee on Public Relations, 1924, p 8, on need for a state department or bureau to administer the motor vehicle law; report of Committee on Insurance, 1924, p 9, conclusion 2, and pp 14-16 on need for certification of automobile title; report of Committee on Traffic Control 1924 p 11, conclusions 14-16, and pp 22-24, and report of Committee on Causes of Accidents, 1926, p 8, conclusion 2, and pp 20-23, on need for examination and licensing of drivers; report of Committee on Traffic Control, 1924, pp 8-10 conclusions 1-8 and 11-13, and pp 12-18 and 20-22, on uniform rules of the road; report of Committee on Statistics, 1924, pp 7 and 8, conclusions 2-5 and pp 9-27 and report of same committee, 1926 p 8, conclusion 9, on need for uniform reporting of accidents; report of Committee on the Motor Vehicle, pp 8-11, 14-16 and 18-19, on regulation of equipment; report of Committee on Enforcement, 1926 pp 8 and 9, conclusions 9-11 and 15, pp 17-19, and Appendix A on need for definite and adequate penalties

public officials and representatives of automobile clubs, scientific organizations and commercial and other bodies concerned \*

3. The Uniform Vehicle Code should further be supplemented by local traffic ordinances with regard to which progress toward uniformity should be sought through state or regional conferences of officials and other persons or organizations interested †

4 Local traffic ordinances should also be supplemented by the necessary detailed rules and regulations to be established by local authorities, and uniformity in such regulations should be secured through the associations of officials concerned, with the cooperation of other persons and organizations interested ‡

5 In view of the fact that fatal collisions of motor vehicles with pedestrians, already amounting to 60 per cent of the total number of fatal traffic accidents, are increasing at a rate out of all proportion to the rate of increase in other traffic fatalities, the education and regulation of pedestrians as well as of drivers should be given greater attention than at present Pedestrians and motorists should bear a considerate attitude each to the other Along rural highways, wherever there are suitable sidewalks or paths pedestrians should use them Where there are none, they can generally walk most safely on the left-hand side facing the traffic, having due regard to danger at curves, but should not force motor traffic out of line or otherwise impede it In cities pedestrians should be instructed, urged and required to keep within the boundaries of designated safety zones and crossing places and, when there is congestion, to cross only with the traffic Motorists should be required to accord pedestrians safe and dignified use of such safety zones and crossing places Pedestrians as well as motor vehicle operators should be required to obey the traffic rules and regulations and should be punished by adequate fines for failure to do so §

6 Additional legislative and administrative measures should be adopted as hereinafter recommended for enforcement of the traffic laws and regulations, public education in traffic safety, street and highway planning, construction and maintenance, railroad grade crossing protection and elimination, and other measures for improvement of the traffic situation ¶

\*Report of Committee on Uniformity of Laws and Regulations 1926 p 14

†Report of Committee on Uniformity of Laws and Regulations, 1926 p 14

‡Report of Committee on Uniformity of Laws and Regulations, 1926 p 15.

§Report of Committee on Traffic Control, 1924 p 10, conclusion 12, and pp 20 and 21; First Conference on Street and Highway Safety, p 28; Committee on Enforcement, 1926, p 9, conclusion 16, and p 20; Committee on Causes of Accidents 1926 p 8, conclusion 1, and pp 12 and 13

¶Report of Committee on Uniformity of Laws and Regulations, 1926 p 15



*Enforcement of Traffic Laws and Regulations*

7 State laws should prescribe a uniform system of enforcement to be applied in part by the state courts and administrative machinery and in part by the local authorities. The necessary special traffic control and traffic patrol police should be provided and the regular police should participate in traffic enforcement. Provision should be made for prompt and thorough collection of evidence and investigation of accidents, for special traffic courts or special traffic sessions of general courts, and traffic violations bureaus with a schedule of penalties for disposing of minor infractions, so as to give the courts more time to deal adequately with more serious cases, uniform permanent records of all convictions of traffic violations and traffic accidents, suspensions and revocations of operators' licenses and refusals to grant licenses, and exchange of detailed information between jurisdictions as to suspensions and revocations of licenses and convictions for serious traffic offenses. Neither the traffic officers nor the court judges should receive any fees from the money collected from traffic convictions.\*

8 The courts and the police through vigorous enforcement and evenhanded treatment of offenders should instill in the public respect for the traffic laws and regulations †

9 Public opinion in support of enforcement should be organized through a representative citizens committee in each locality, forming part of an organized effort of all elements in the community interested in street and highway accident reduction ‡

*Education*

10 Education in safety and accident prevention should be incorporated in the curricula of elementary schools, both public and private, parochial schools, night schools, vocational schools, citizenship schools and schools for non-English speaking adults, and should also be carried on through educational contests, organized playground training, school boy patrols, boy and girl scouts, and junior safety organizations. More advanced training in safety and traffic matters should be developed in secondary schools, normal schools, schools for playground supervisors, engineering schools and universities, including training of traffic engineers §

\*Report of Committee on Enforcement, 1926 pp 7-9 conclusions 1, 3, 6-7 and 12-14, and pp 11-16 and 18-20

†Report of Committee on Enforcement 1926 p 8, conclusion 8 and pp 16-17

‡Report of Committee on Enforcement, 1926, p 9 conclusion 17, and pp 21-24

§Report of Committee on Education 1924, pp 7 and 8 conclusions 1-5 and pp 9-15; First Conference on Street and Highway Safety pp 30 and 33

11 A uniform manual should be compiled and distributed for the education of operators of motor vehicles in safe driving practices, divided into two sections, one comprising special instructions to drivers of commercial vehicles and the other special instructions to drivers of private passenger automobiles, and standardized plans should be further developed and put into operation for the education in safe driving and accident prevention of the employees of steam and electric railways, employees of taxicab and motor bus companies, and the drivers employed by operators of commercial vehicles \*

12 Plans should be developed and put into operation for the education in safety of the general public through

- (a) Newspaper and magazine publicity, including the foreign language press
- (b) Posters in public places
- (c) Motion pictures and lantern slides
- (d) Radio talks
- (e) Schools for motorists, including both men and women
- (f) Safe drivers clubs
- (g) Safety programs or addresses at meetings of various organizations
- (h) The churches
- (i) Mass meetings
- (j) Plans for reaching parents through school children
- (k) Special campaigns †

13 Standardized plans should be developed for the selection and training of traffic officers, and such plans should be put into operation by all communities either alone or in cooperation with other communities, or on a state-wide basis, so that the benefits of such training may be available to the smaller communities ‡

#### *Statistics*

14 To promote a better understanding of the traffic accident problem and the measures which should be taken for the elimination of accidents, accurate, complete and up to date statistical information should be secured by the duly authorized state officials, or, in large municipalities, by municipal officials, regarding all traffic accidents, with standard definitions of terms and reasonable uniformity in reporting and tabulating schedules, under the following headings

- |                                   |                      |
|-----------------------------------|----------------------|
| (a) Location (place and position) | (c) Type of accident |
| (b) Time (hour)                   | (d) Weather          |

\*Report of Committee on Insurance, 1924, p 8, conclusion 1b, and p 12; Committee on Education 1924, p 8, conclusion 7, and pp 16-18; First Conference on Street and Highway Safety, pp 32 and 33

†Report of Committee on Education, 1924, p 8 conclusion 8 and pp 18-21; First Conference on Street and Highway Safety, p 34

‡Report of Committee on Education, 1924, p 8, conclusion 6, and pp 15 and 16; First Conference on Street and Highway Safety p 30

- |                                                  |                                                           |
|--------------------------------------------------|-----------------------------------------------------------|
| (e) Road conditions                              | (n) Speed of car or cars                                  |
| (f) Lighting conditions (street)                 | (o) Primary cause of accident                             |
| (g) Physical condition of persons involved       | (p) Contributing causes or circumstances of accident      |
| (h) Experience of driver                         | (q) Violation of traffic ordinances or motor vehicle laws |
| (i) Age and sex of driver                        | (r) Age and sex of injured                                |
| (j) Relation of driver to car ownership          | (s) Extent and character of injuries                      |
| (k) Mental condition of driver                   | (t) Character and amount of property damages              |
| (l) What was the driver doing                    | (u) Preventive safeguards recommended                     |
| (m) Condition of car or cars at time of accident |                                                           |

The information secured should be analyzed and the summarized results published promptly and frequently. Accident spot maps should be maintained to detect those points at which accidents occur most frequently and to form the basis for plans to eliminate the conditions which cause accidents \*

15 To promote popular understanding and attention to the accident problem and stimulate competition between various communities in accident reduction, a comparative index rating of all the states and communities should be set up through the Bureau of the Census with the cooperation of the organizations concerned †

16 A contest in accident reduction, based on (a) the performance of each state or community for each year as compared with its previous record, (b) the adoption of measures recommended by this Conference for improvement of traffic control and enforcement, and (c) the provision of improved traffic facilities, is recommended to such organization or organizations as may be able to undertake such a contest

### *Causes of Accidents*

17 A comprehensive program of research into the causes of street and highway accidents should be undertaken by a national body qualified for the purpose with the cooperation of other organizations interested, with a view to determining the direct and contributing causes of accidents and the frequency of the various hazards, and with a view to pointing the way to improvements from the standpoint of safety in design, construction and adjustment of motor vehicles, design, construction and maintenance of streets and highways; traffic laws, regulations, systems, signs and signals, and methods of examining applicants for operators' licenses, including special examinations for professional

\*Report of Committee on Statistics 1924, pp 7 and 8, conclusions 2 and 5-9, and pp 9-17 and 20-27; First Conference on Street and Highway Safety, pp 19-21; Committee on Statistics, 1926, pp 8 and 9, conclusions 9 and 10

†Report of Committee on Public Relations, 1926, p 10

drivers, persons suffering from physical or mental handicap, and persons who may be brought before the courts or motor vehicle commissioners for repeated traffic violations \*

#### *Design and Maintenance of Motor Vehicles*

18 Continued effort on the part of manufacturers is urged with a view to improving further the design and construction of motor vehicles and accessories from the safety standpoint, with particular reference to proper road illumination without dangerous glare, construction and location of controls, accelerator and brake pedals to minimize possibility of confusion or uncertainty of application by the driver, greater certainty, durability and readiness of adjustment of brakes; improvement of driver vision, and other safety features †

19 A simple and practical inspection chart and code applicable to all makes of motor vehicles, giving particular attention to items affecting safety, should be prepared and issued through the Department of Commerce, and public authorities having supervision of motor vehicles carrying passengers and freight for hire should require adequate inspection and upkeep of such vehicles ‡

#### *Street and Highway Traffic Facilities*

20 A comprehensive traffic improvement program, including urgent immediate items and long-time items, should be undertaken in every community or metropolitan area confronted with a traffic problem. In the preparation of such a program due consideration should be given to the relation of costs to benefits in safety and acceleration of traffic, and the program should be properly worked out and budgeted §

21 The traffic improvement program should be based on a thorough traffic survey giving the necessary physical and traffic data and kept up to date, and due attention should be given to city and regional planning and zoning in their effect on traffic. The program should include

(a) A transit plan, covering facilities for the mass movement of population by vehicles of all classes, including rapid transit, steam railroad commuter service, street car lines, bus lines, private automobiles and other means

\*Report of Committee on Causes of Accidents 1926, pp 9-11 conclusions 7-14, and pp 16-23

†Report of Committee on the Motor Vehicle 1924 pp 7-18; First Conference on Street and Highway Safety, pp 27 and 28

‡Report of Committee on the Motor Vehicle, 1924 pp 10-11 and p 18; First Conference on Street and Highway Safety, p 28

§Report of Committee on City Planning and Zoning, 1924, pp 8 and 9 conclusion 8, and p. 19; Committee on Public Relations, 1924, p 9; First Conference on Street and Highway Safety pp 16 19 and 23; Committee on Metropolitan Traffic Facilities, 1926 p 10, conclusions 2-4, and p 19

(b) A street and highway plan, providing for main thoroughfares, bypass and interconnecting thoroughfares, secondary streets, business and industrial streets, and local residence streets, with any necessary enlargements and improvements required to carry the traffic with expedition and safety

(c) A traffic control plan, to provide for the orderly improvement of facilities and measures for the safe, efficient and complete utilization of street and highway capacity

A sound financial program should be established which will insure properly balanced progress in such improvements and will properly distribute the burden of providing the necessary funds \*

22 To insure proper planning of traffic facilities and traffic control, to assure cooperation of the different departments of city or local governments concerned and to enlist public support, a traffic planning organization should be created in each city or metropolitan area as follows

(a) In each city there should be an official traffic commission, including such officials as the chief of police, city engineer, engineer of the city plan commission, chief of the fire department, a representative of the public authority supervising city transit and transportation, a member of the city council, and a representative of the city's legal department. This commission should be a permanent body having the services of an engineering staff, preferably in charge of a trained traffic engineer, and should prepare a comprehensive traffic plan, make and keep up to date a traffic survey, and recommend a traffic ordinance and regulations or recommend from time to time any necessary modifications in the existing ordinance and regulations

(b) It will also be of value to have a traffic committee not made up of officials but including representatives of street railway companies, motor bus companies, taxicab companies, trucking organizations, chambers of commerce, automobile clubs and associations, safety councils, merchants' associations and other interested groups. The traffic committee should serve in an advisory capacity to the traffic commission and assist in securing the interest and support of various representative organizations and the public generally. If there is no traffic commission the traffic committee may temporarily carry out the functions of both bodies

---

\*Report of Committee on Traffic Control, 1924, p 10 conclusion 9, and p 18; Committee on City Planning and Zoning, 1924, pp 7 and 8, conclusions 1, 3 5 and 7, and pp 10-18; First Conference on Street and Highway Safety, pp 21-23; Committee on Metropolitan Traffic Facilities, 1926, pp 10 and 11, conclusions 5-7, and pp 19-23.

(c) In the improvement of main highways leading to and from large centers of population it is frequently found that administrative jurisdiction over various sections of the road is divided among municipal, county, state and even national authorities. In such cases practical results in relieving traffic congestion will usually be obtained most quickly by voluntary cooperation between the authorities concerned through the creation of joint boards to consider and determine policies of location, construction, maintenance and use of the highways.

(d) To provide unified consideration and treatment of traffic problems in metropolitan areas which include more than one city or a city and politically independent suburbs, it will generally be necessary to depend upon an enlargement of the unofficial traffic committee of the central city by adding proper representatives of important suburban communities, or, in the case of two large cities in a single metropolitan area, to form a joint traffic committee with representatives of suburban communities added. When developments warrant, an official metropolitan authority should be created to control physical growth and provide for proper traffic facilities within large population centers.\*

23 In street and highway construction attention should be given to adequate roadway width with provisions for pedestrians, adequate rights of way to provide for parking space, for clear view at curves and intersections and for future roadway widening, space for parking off the traveled portion of rural highways, either continuously or at intervals not exceeding 300 feet, reasonable grades of not more than six per cent where feasible on thoroughfares of primary importance, curves of not less than 300-foot radius on highways of primary importance; widening and banking of curves, avoidance of combinations of heavy grades and sharp curves; adequate curb radii and smooth grades at street intersections, cross-sections of the pavement or roadway as flat as drainage conditions will permit; guard railings of substantial type on the shoulder of embankments, clear view of approaching vehicles for at least 300 feet on highways of primary importance, provided by necessary control of private advertising signs on the right-of-way or upon private property near the highway and by the removing of trees, shrubs and sloping banks on or off the right of way at curves and intersections, and the cutting down of sharp hillcrests; bridges at least 22 feet wide, to enable two lines of traffic to pass without difficulty, and suitable provision for the safety of pedestrians on such bridges, careful selection and

---

\*Report of First Conference on Street and Highway Safety, p 16; Committee on Metropolitan Traffic Facilities, 1926, pp 11 and 12, conclusions 8-10 and pp 24-28

clear marking of detours and maintenance thereof in safe condition; maintenance in good condition of pavements and roadway shoulders; prompt snow removal from streets and highways of heavy traffic; proper signs, signals and highway surface markings on a uniform basis, and proper illumination of city streets, and of state highways wherever financially practicable \*

24 Adequate playgrounds throughout the community should be provided, and particularly there should be available a playground for every school as a safety measure to keep the children off the streets. Schools and playgrounds should, as far as practicable, be so located that children will not have to cross busy traffic streets in going to and from them. Adequate provision for skating and coasting, where practicable, should be made in parks and playgrounds, properly lighted and supervised, or on streets set apart, safely marked and traffic controlled during the hours used for these purposes †

#### *Elimination and Protection of Grade Crossings*

25 Elimination of grade crossings, either by relocation of highways or rail lines or by grade separation, which constitutes the only perfect solution of the problem, should be carried on under a proper program, first eliminating the most dangerous crossings on thoroughfares carrying heavy traffic, and with due recognition of the enormous costs involved, which, if elimination were attempted on a wholesale scale, would impose an excessive financial burden resting in the last analysis upon the public. The program should have due regard to the relative costs and advantages of grade crossing elimination and other methods of protection, and should be given the most thorough joint consideration by proper authority. In laying out new highways or railroads, or relocating existing highways or railroads, grade crossings should be avoided or eliminated whenever feasible. In eliminating grade crossings, narrow or obstructed underpasses and sharp turns in the approaches thereto should be avoided. Authority to order grade separations or proper protection at grade crossings should be vested in the commission having jurisdiction over the railways, and this commission should also determine the proper division of costs between the railroads and the public. The state highway department or other highway authorities should plan the improvement and initiate the proceedings for all highways

\*Report of Committee on Construction and Engineering 1924 pp 5-8 conclusions 1-2, 4-10, 14-17, 21 and 23, and pp 9-14 and 18-24; First Conference on Street and Highway Safety, pp 23-27

†Report of Committee on City Planning and Zoning 1924, p 8 conclusion 6, and pp 17 and 18; First Conference on Street and Highway Safety, p 19

under their jurisdiction. Time is an essential element and a prompt decision should be provided for in the law \*

26 Railroad crossings remaining at grade should be safeguarded in every reasonable way. Standard warning signs and pavement markings should be used to mark clearly the approaches to all public railroad crossings. Where the volume of traffic requires it, additional protection should be afforded by the use of flagmen, gates or approved electric or mechanical devices standardized as far as practicable. So far as possible a clear view along the track in both directions from both sides thereof should be maintained. The placing of railroad cars near unprotected grade crossings so that the view is thereby obstructed should be discouraged. Sharp curves, abrupt changes of grade, roughness in the pavement or other conditions at or near the tracks which tend to divert the attention of the motorist should be avoided. Properly designated state commissions should be empowered to designate dangerous grade crossings at which motorists must stop †

In the development of the foregoing program it was necessary and appropriate that effort should be centralized through this Conference and its committees. Now, however, the problem remaining before the members of the Conference, that of putting the program into effect, is of a different character, and progress can best be made by cooperative effort of the various associations or groups represented in the Conference to secure the adoption of definite parts of the Conference program.

The major subjects in the foregoing outline of recommendations are as follows:

- (a) Traffic laws and regulations
- (b) Enforcement of laws and regulations
- (c) Education
- (d) Statistics
- (e) Study of causes of accidents
- (f) Design and maintenance of motor vehicles
- (g) Street and highway traffic facilities
- (h) Elimination and protection of grade crossings

For each of the headings in the foregoing outline of recommendations an execution committee should be created to serve as a clearing

\*Report of Committee on Construction and Engineering, 1924 p. 6 conclusions 11 and 12, and pp. 15-17; Committee on City Planning and Zoning 1924, p. 7, conclusion 1a, and pp. 10-11; Committee on Public Relations, 1924, pp. 9 and 10; First Conference on Street and Highway Safety, pp. 16 and 17.

†Report of Committee on Construction and Engineering, 1924 pp. 6 and 7, conclusion 13 and pp. 17 and 18; First Conference on Street and Highway Safety, 1924, pp. 17 and 26.



house for securing cooperation among the groups concerned in promoting the adoption of the Conference recommendations on that subject. Each such committee should include a member to represent each organization accepting responsibility with regard to the portion of the Conference program assigned to that committee. As promptly as possible after the conclusion of this Conference each of these execution committees should meet and develop a detailed plan for carrying out its work through the several associations or groups represented.

A general committee on coordination of activities should be appointed by the Secretary of Commerce to coordinate the entire work. This general committee should be subject to call at such time as may in his discretion be desirable, and should determine whether and at what time any additional action may be necessary or desirable to further the purposes of the Conference in improvement of traffic conditions and reduction of street and highway accidents.\*

As accident reduction and the improvement of street and highway traffic conditions are primarily a problem concerning the states and municipalities, state, regional and local conferences will in many cases furnish a valuable means for working out the application of the National Conference recommendations to the conditions in various sections of the country. In communities where safety organizations already exist, such conferences should furnish the means for stimulating their work, and in cases where no safety organizations exist, the formation of such organizations, of a type appropriate to the size and condition of the community, should be a logical outcome of state, regional or local conferences. Such conferences will afford opportunity for appropriate activity by the associations and groups undertaking to promote the adoption of various parts of the Conference program.†

---

The Conference considered and adopted the foregoing report section by section.

A report of progress along the lines recommended by the 1924 Committee on Education was presented by A. W. Whitney, Chairman of that Committee. Similar reports were made by H. L. Horning for the Committee on the Motor Vehicle, H. P. Stellwagen for the Committee on Insurance, and Thomas H. MacDonald for the Committee of Construction and Engineering.

\*Report of Committee on Public Relations 1926 pp 10 and 11.

†Report of Committee on Public Relations, 1924 pp 11 and 12; First Conference on Street and Highway Safety, pp 34 and 35; Committee on Public Relations 1926 p 11.

The Conference then adopted a resolution proposed by Governor John G. Winant of New Hampshire with the following remarks:

“Accidents bring sorrow and death. One of the fundamental guarantees of government is the right to life and happiness, and therefore we are dealing, as I understand it, with a fundamental function of government. We have had a splendid Conference, but ultimately, my friends, the test of the success of this Conference will be realized by what we can accomplish after we return home, and by the decrease in the death rate from accidents in our several states. Therefore at this time I present the following resolution and move its adoption:

“Resolved that the members of this Conference from each state be and are hereby requested to serve as an organization committee for their respective states, to promote the adoption of the Conference recommendations through state, regional and local conferences or other appropriate organizations.”

In closing the Conference Secretary Hoover said

“Before the Conference dissolves I would like to make one or two general observations. The assembling of the Conference and its constitution has represented the best thought of this entire nation. We have not represented any special group or special interest. Within our ranks are the official delegations appointed by the Governors of 43 states, comprising the principal officials of those states charged with the responsibilities involved in this question. We have had the representatives of the various voluntary associations devoted to the promotion of safety and the protection of human life, and we have here the representatives of all the great technical and engineering bodies who contribute so much to the foundation of scientific facts upon which we must operate, and we have the representatives of the industries involved, and they, too, have given the finest of cooperation in the solution of these great questions.

“We have representation of the police officials who have had the immediate obligation of controlling traffic, so that the Conference has been representative of every phase of thought that could be brought to bear on a most serious question,—and it is a serious question—the loss of life and injury has been constantly mounting, and the figures that have been presented to this Conference show a state of affairs that we, as a great people, cannot, in any sense of our obligation and dignity, tolerate.

“The magnitude and the complexity of the problem cannot, however, be dismissed with sentimental statements. In our discussions

here we have had to penetrate deeply into questions of engineering and of law and of government. These discussions many times might appear, to those on the outside, as being far removed from the saving of human life, but the saving of human life is not to be accomplished by railing at a situation, or by oratory based upon sentiment. In our discussions we have endeavored to develop, through regulation, through enforcement, through education, through construction of facilities, and through a hundred and one proposals that depend upon scientific investigation and long experience in governmental administration, a solution for our problem; and we can save human life in accident solely by foundation upon those grounds. We scarcely realize, at times, what has really happened to this nation.

"I remarked a couple of days ago in the course of the Conference that we rejoice greatly over a great invention that has brought unparalleled happiness and great convenience and vast economic benefits to all of our people, and we have today the astonishing fact that nearly twenty million motor vehicles are upon our roads and highways. Our country was not laid out for this unexpected discovery. Our roads have to be rebuilt and our streets reconstructed. The whole of our traffic situation has to be reviewed and reorganized. We have, manifestly, a minimum of twenty millions of people directly driving these vehicles, and probably ten million more who drive them from time to time. Nearly one-third of the people of the United States, at times, have the dominant control of the highways. Human beings are of unequal capacity, and they are of unequal character, so that we have not alone to consider the engineering problems involved or the legal problems involved on account of this great discovery in transportation, but we have a multitude of human problems to consider if we find a solution. I believe the Conference, having taken these broad views of the fundamental method of solution, is having the most profound effect in defining the public view and developing scientific thought in the gradual solution of this problem.

Our work is not completed with the formulation of these results. You have already resolved that we should proceed in our next step through state conferences, and you have set up certain committees to continue the work of the Conference.

"As I said a moment ago, it is not our purpose to create here an additional organization for safety, but rather to secure cooperation between the many agencies that are working throughout the country to that end. It is not our purpose at the moment to call another Con-

ference of this character, but to hold ourselves ready at any time, so that if the representatives of the different states and the voluntary bodies of the country should wish it, we can again convene for the further advancement of thought

“Just one further closing remark The growth of our population and the growth of our industry and the growth of its complexity in our civilization itself demands of the American people a far wider degree of cooperation today if we are to continue to make progress In the days when there were three men in a county, they did not often rub elbows, but today we have as high as seven million people in a single county, and therefore we are confronted with a multitude of problems that can be solved alone by intelligent cooperation of the whole community

“I have conceived this Conference and the Conferences that will flow from it of this character, as perhaps a new step, or a part in a new step in the varied conception of government, not government from a central authority, but government by stimulation of the local community to its responsibilities and the education of the local community to intelligent action That seems to me to be far wiser, and a more nearly correct solution than the constant drive to centralize the government of the United States That has been the sense of this whole Conference, and it is the final expression of your wish that we should dissolve this Conference and its work back to the responsibility of the local community

“I wish to express to you my appreciation for the kind remarks which have been made on my behalf I am delighted to have had the opportunity to be of service It comes to but few men to have that opportunity to serve their country, and you have come here yourselves at a great degree of personal expense, at a great loss of time and money You have had that opportunity and you are contributing to the service of your country, and I wish to thank you, as one citizen amongst you all ”

## Appendix A

### To Report of Second National Conference on Street and Highway Safety

The National Conference on Street and Highway Safety at its meeting March 23-24-25, 1926, considered in detail the Uniform Vehicle Code presented in the report of the Committee on Uniformity of Laws and Regulations, and directed the following changes to be made

I With reference to the suggested model for a Uniform Motor Vehicle Registration and Certificate of Title Act

(1) This act may be divided into two parts, one covering registration and the other certificate of title, if the committee in conference with the fire and theft underwriters deems it desirable

(2) Provision should be inserted for issuance for motor vehicles rented without drivers of the same type of plates as issued to other private passenger motor vehicles

(3) Provisions should be inserted declaring owners of for-rent-cars without drivers jointly and severally liable with the driver for any damage caused by the negligence of the latter in driving the vehicle, and authorizing the Commissioner to require a showing of financial responsibility on the part of the owners of for-rent-cars without drivers as a condition precedent to licensing their cars

(4) Provision should be included that owners of for-rent-cars without drivers be required to maintain a record, in the form prescribed by the Commissioner, of all persons to whom cars are rented, which record should be open to public inspection

(5) Page 110, Section 8, eliminate subdivision (b) referring to issuance of temporary registration plates

II With reference to the suggested model for a Uniform Motor Vehicle Operators' and Chauffeurs' License Act

(6) Page 214, Section 19, insert a new subdivision (b) to read as follows

(b) The Department is hereby authorized to suspend or revoke the right of any nonresident to operate a motor vehicle in this state for any cause for which the license of a resident operator or chauffeur may be suspended or revoked, and any nonresident who operates a motor vehicle upon a highway when his right to operate has been suspended or revoked by the Department shall be guilty of a misdemeanor and subject to punishment as provided in Section 32

III With reference to the suggested model for a Uniform Act Regulating the Operation of Vehicles on Highways:

(7) Page 309, section 4, subdivision (b), paragraph 3, line 4, change "one hundred" to "fifty," and in paragraph 4 change "two hundred" to "one hundred"

(8) Page 309, section 4, subdivision (b), strike out paragraphs 5, 6 and 7, and substitute the following

5 Twenty miles an hour on any highway in a business district, as defined herein, when traffic on such highway is controlled at intersections by traffic officers or stop-and-go signals

6 Fifteen miles an hour on all other highways in a business district, as defined herein

7 Twenty miles an hour in a residence district, as defined herein, and in public parks unless a different speed is fixed by local authorities and duly posted

8 Thirty-five miles an hour under all other conditions

(9) Page 309, section 4, subdivision (c), strike out all after the word "highways" in the fifth line, and insert a provision requiring that such highways be adequately signposted

(10) Page 311, section 10, line 1, after the word "width" insert "except upon one-way streets"

(11) Page 311, section 13, subdivision (a), line 2, strike out the words "at least two feet" and insert "at a safe distance"

(12) Page 314, section 19, subdivision (b), last line, strike out the word "left"

(13) Page 315, section 22, after the last line add "All such signs shall be illuminated at night or so placed as to be illuminated by the headlights of an approaching vehicle or by street lights"

(14) Page 315, section 23, subdivision (b), change the wording to require that the stop be made at least 10 feet in the rear of the street car, and strike out the latter portion of the subdivision which permits the vehicle to pass at a distance of 8 feet in the absence of a safety zone

(15) Page 317, section 30, subdivision (c), line 3, strike out the words "operator's or chauffeur's license number," and in line 4 after the word "vehicle" insert "and exhibit his operator's or chauffeur's license"

(16) Page 318, section 33, add a provision exempting persons, teams, motor vehicles and other equipment while actually engaged in work on the surface of a road, but not when travelling to or from such work

(17) Page 318, at the end of section 34, add a provision authorizing

local authorities to regulate the speed of vehicles on highways in public parks and require that signs be erected giving notice of special limits

(18) Page 321, section 42, insert a provision authorizing local authorities by ordinance to prohibit the operation of trucks or other commercial vehicles, or to impose limitations as to the weight thereof, upon designated highways

(19) Page 322, strike out section 45 and substitute the following

Section 45, Brakes

Every motor vehicle when operated upon a highway shall be equipped with brakes adequate to control the movement of and to stop and to hold such vehicle, including two separate means of applying the brakes, each of which means shall be effective to apply the brakes to at least two wheels and so constructed that no part which is liable to failure shall be common to the two, except that a motorcycle need be equipped with only one brake All such brakes shall be maintained in good working order and shall conform to regulations not inconsistent with this section to be promulgated by the Commissioner

(20) Page 324, section 49, subdivision (a), line 4, insert "and" after "noise," and after the word "smoke" strike out the remainder of the subdivision

(21) Page 325, section 50, subdivision (d), line 4; also subdivision (e), line 7; also subdivision (f), line 5, also subdivision (g), line 5, change "yellow (or red)" to "(yellow or red) "

(22) Page 325, section 50, subdivision (e), line 4, strike out the word "yellow" and substitute the word "white "

(23) Page 325, section 50, subdivision (g), lines 3 and 5, change "projecting" to "displaying" in each case.

(24) Page 325, after section 50, also page 326, after section 51, also page 332, after section 56, insert notes stating that the question as to the colors of rear or tail lights, signal lights and parking lights is left open for later determination after further technical study and report

(25) Page 326, section 51, subdivision (c), line 4, change "yellow" to "(yellow or red) "

(26) Page 327, section 54, subdivision (b), line 2, after "amount" insert "color."

(27) Page 332, section 56, line 6, change "yellow (or red)" to "(yellow or red) "

(28) Page 333, section 59, add a paragraph requiring that local authorities shall erect appropriate signs giving notice of special local parking and other regulations





## List of Members of Second National Conference on Street and Highway Safety, March 23-25, 1926

A

L. A. ABBOTT, Bureau of Public Roads, Washington, D. C.  
 R. B. ABBOTT, Assistant General Superintendent, Reading Railroad Co., Reading, Pa.  
 PAUL ACKERMAN, Secretary, Dayton Automobile Club, Dayton, Ohio.  
 R. B. ACKERMAN, Brotherhood of Locomotive Firemen & Enginemen, Galion, Ohio.  
 \*H. A. ADAMS, Assistant to General Manager, Union Pacific Railroad, Omaha, Nebraska.  
 CHARLES ADLER, Baltimore, Md.  
 T. R. AGC, Iowa State College, Ames, Iowa.  
 P. G. AGNEW, Secretary, American Engineering Standards Committee, New York City.  
 W. D. B. AINRY, Chairman, Pennsylvania Public Service Commission, Harrisburg, Pa.  
 R. H. AISHTON, President, American Railway Association, Washington, D. C.  
 J. H. ALEXANDER, President, Cleveland Railway Co., Cleveland, Ohio.  
 H. H. ALLEN, Bureau of Standards, Washington, D. C.  
 MAJOR THOMAS H. ALLEN, Fire and Police Commissioner, Memphis, Tenn.  
 W. H. ALLEN, International Harvester Co., Chicago, Ill.

C. R. ALLING, Underwriters Laboratories, Chicago, Ill.  
 H. O. ALLISON, Commercial Manager, Beaver Valley Traction Co., New Brighton, Pa.  
 MRS. WILLIAM B. ALVORD, General Federation of Women's Clubs, Detroit, Mich.  
 C. M. ANDERSON, Chamber of Commerce, Memphis, Tenn.  
 A. H. ANDREWS, Executive Secretary, New Bedford Board of Commerce, New Bedford, Mass.  
 COMMANDER H. J. ANGLE, Jefferson County Motor Association, Watertown, N. Y.  
 LEON ARONOWITZ, New York State Motor Vehicle Bureau, Albany, N. Y.  
 MARY NOEL ARROWSMITH, Educational Division, National Safety Council, New York City.  
 MARY MEEK ATKERSON, Potomac Grange, Washington, D. C.  
 T. C. ATKERSON, The National Grange, Washington, D. C.  
 J. F. AUTENREITH, Board of Public Utility Commissioners, Jersey City, N. J.  
 A. N. AVERY, Secretary, Lansing Automobile Association, Lansing, Mich.

B

C. M. BABCOCK, Commissioner of Highways, St. Paul, Minn.  
 FRED W. BAER, President, International Association of Fire Fighters, Washington, D. C.  
 C. T. BAILEY, Salt Lake Chamber of Commerce, Salt Lake City, Utah.  
 H. C. BAKER, Chief of Police, Racine, Wis.  
 HERBERT W. BAKER, Florida State Automobile Association, Orlando, Fla.  
 HOWARD D. BALDWIN, Automobile Club of New Haven County, Woodbridge, Conn.  
 FRANK W. BALLOU, Department of Superintendence, National Educational Association, Washington, D. C.  
 A. B. BARBER, Manager, Transportation and Communication Department, Chamber of Commerce of the United States, Washington, D. C.  
 J. P. BARNES, President, Louisville Street Railway Co., Louisville, Ky.  
 MARTHA I. BARNES, Wilmington, Del.  
 THOMAS J. BARNES, Baltimore Association of Commerce, Baltimore, Md.  
 HARLAND BARTHOLOMEW, Engineer City Plan Commission, St. Louis, Mo.  
 C. H. BARTLETT, Commissioner of Public Safety, Asheville, N. C.  
 G. S. BARTLETT, Chicago, Ill.  
 C. N. BASS, Commissioner, Department of Highways, Nashville, Tenn.  
 LIEUT. JOHN BATES, Detroit Automobile Club, Detroit, Mich.  
 WARNER BATES, New York State Automobile Association, Albany, N. Y.  
 J. D. BATTLE, Traffic Manager, National Coal Association, Washington, D. C.  
 W. S. BATTLE, JR., Norfolk & Western Railway Co., Roanoke, Va.  
 COL. E. AUSTIN BAUGHMAN, Commissioner of Motor Vehicles, Baltimore, Md.  
 HARRIET E. BEARD, Director of Safety Education, Detroit Public Schools, Detroit, Mich.  
 D. H. BEATY, Southern Railway System, Washington, D. C.  
 RAYMOND BECK, Keystone Automobile Club, Philadelphia, Pa.

DAVID BEECROFT, The Class Journal Co., New York City.  
 HARRY J. BELL, Milwaukee Association of Commerce, Milwaukee, Wis.  
 COL. J. F. BELL, Engineer Commissioner of the District of Columbia, Washington, D. C.  
 JAMES A. BENN, Pennsylvania Public Service Commission, Philadelphia, Pa.  
 E. E. BENNETT, Consultant, Chicago, Ill.  
 JOHN R. BENTLEY, Cleveland Automobile Club, Cleveland, Ohio.  
 L. G. BENTLEY, Chesapeake & Ohio Railway Co., Richmond, Va.  
 A. J. BERRIS, Secretary, Metal Trades Department, American Federation of Labor, Washington, D. C.  
 E. D. BEVITT, Secretary, Rome Chamber of Commerce, Rome, N. Y.  
 D. S. BEYER, Vice-President, Liberty Mutual Insurance Co., Boston, Mass.  
 CLARK S. BLADEAU, Automobile Club of Berkshire County, Pittsfield, Mass.  
 W. V. BINGHAM, Director, Personnel Research Federation, New York City.  
 W. S. BIRD, Manager, Columbus Automobile Club, Columbus, Ohio.  
 F. L. BISHOP, Dean, University of Pittsburgh, Pittsburgh, Pa.  
 A. P. BLAESS, Illinois Central R. R., Chicago, Ill.  
 D. V. BLAIR, Secretary, Terre Haute Auto Club, Terre Haute, Ind.  
 HON. C. M. BLANG, Mayor, St. Petersburg, Fla.  
 A. H. BLANCHARD, Professor of Highway Engineering and Highway Transport, University of Michigan, Ann Arbor, Mich.  
 L. A. BLANCHARD, Chamber of Commerce, Springfield, Mass.  
 L. D. BLAUVELT, State Highway Engineer, Denver, Colo.  
 JOHN S. BLEBECKER, Day and Zimmermann, Inc., Philadelphia, Pa.  
 W. H. BLEBECKER, Page Steel and Wire Co., Bridgeport, Conn.

\*Deceased.

JOHN J. BOOBAR, Yellow Cab Co., Washington, D. C.  
 W. A. BOOTH, Canadian National Railways, Montreal, Quebec.  
 F. B. BOSCH, Pennsylvania Motor Federation, Harrisburg, Pa.  
 S. L. BOTTENWISER, Hoosier Motor Club, Indianapolis, Ind.  
 W. S. BOUTON, Indian Motorcycle Co., Springfield, Mass.  
 R. FLEMING BOWDEN, Chairman, Jacksonville Motor Club, Jacksonville, Fla.  
 THOMAS J. BOWLER, Chicago, Ill.  
 H. C. BRADFIELD, American Drivusef Association, Chicago, Ill.  
 ARTHUR W. BRADY, President, Union Traction Co., of Indiana, Anderson, Ind.  
 PEARLE A. BRAMMER, Secretary, Bluefield Automobile Club, Bluefield, W. Va.  
 GEORGE O. BRANDENBURG, Oregon State Motor Association, Portland, Oregon.  
 HON. B. F. BRASS, Mayor, Daytona Beach, Fla.  
 W. H. BREARLEY, Autocar Co., Ardmore, Pa.  
 W. W. BRENT, Captain of Police, Birmingham, Ala.  
 CARLTON T. BRIDGHAM, Delaware Safety Council, Wilmington, Del.  
 H. M. BRINCKERHOFF, Parsons, Klapp, Brinckerhoff & Douglas, New York City.  
 JOHN BRITTON, Chief of Police, Charleston, W. Va.  
 ROY F. BRITTON, President, Automobile Club of Missouri, St. Louis, Mo.  
 EUGENE C. BROCKMEYER, National Association of Retail Druggists, Washington, D. C.  
 E. J. BROOKHART, Celina Mutual Casualty Co., Celina, Ohio.  
 HARRY L. BROOKS, Chief of Police, Weirton, W. Va.  
 ROBERT E. BROOKS, City Hall, St. Louis, Mo.

FRED H. CALEY, Secretary, Cleveland Auto Club, Cleveland, Ohio.  
 C. A. CALKINS, Long Island Railroad Co., New York City.  
 W. H. CAMERON, Managing Director, National Safety Council, Chicago, Ill.  
 R. F. CARBUTT, New York City.  
 W. D. CARDWELL, Commonwealth of Virginia, Richmond, Va.  
 GEORGE M. CAREY, Manager, Omaha Safety Council, Omaha, Nebr.  
 R. E. CARLSON, Bureau of Standards, Washington, D. C.  
 A. A. CARROLL, Superintendent of Police, Grand Rapids, Mich.  
 MITCHEL B. CARROLL, National Aeronautic Association, Washington, D. C.  
 THOMAS H. CARROW, Supervisor of Safety, Pennsylvania Railroad, Philadelphia, Pa.  
 ARTHUR C. CARRUTHERS, Editor, Safety Engineering, New York City.  
 C. S. CARSTENS, Metropolitan Life Insurance Co., New York City.  
 HON. ALBERT E. CARTER, House of Representatives, Washington, D. C.  
 R. H. CARTER, State Comptroller, Santa Fe, New Mexico.  
 RAY N. CASE, President Ashtabula Automobile Club, Ashtabula, Ohio.  
 J. MCKEEN CATTELL, Psychological Corporation, New York City.  
 E. D. CAVANAUGH, Highway Education Board, Washington, D. C.  
 JOS. J. CAVANAUGH, Secretary, Chicago Motor Club, Chicago, Ill.  
 J. C. CAVISTON, Secretary, Safety Section, American Railway Association, New York City.  
 L. H. CECIL, Southern Pacific Lines, Houston, Texas.  
 EVERETTE ST. JOHN CAFFEE, Superintendent, State Police, Providence, R. I.

WILLIAM BROSMITH, Vice-President, The Travelers Insurance Co., Hartford, Conn.  
 A. J. BROSSEAU, President, Mack Trucks, Inc., New York City.  
 F. H. BROTSMAN, Manager, Barberton Branch Akron Automobile Club, Barberton, Ohio.  
 DAVID BROWN, Manager Insurance Department, The Texas Co., New York City.  
 HOWARD D. BROWN, Detroit Automobile Club, Detroit, Mich.  
 HOWARD M. BROWN, General Manager, Chicago Motor Club, Chicago, Ill.  
 L. D. BROWN, Secretary, Ashtabula Auto Club, Ashtabula, Ohio.  
 LAWSON H. BROWN, Brooklyn Chamber of Commerce, Brooklyn, N. Y.  
 OSCAR BROWN, President, New York State Automobile Association, Albany, N. Y.  
 JOHN R. BROWNELL, Grand Rapids Safety Council, Grand Rapids, Mich.  
 LOUIS BROWNLOW, City Manager, Knoxville, Tenn.  
 SAMUEL BRYAN, Wisconsin Railroad Commission, Madison, Wis.  
 F. H. BUCHANAN, Pennsylvania Railroad, Philadelphia, Pa.  
 WILLIAM E. BUEHLER, Mayor's Safety Commission, Chicago, Ill.  
 E. H. BURGESS, Vice-President, Edward Hines Lumber Co., Chicago, Ill.  
 STANLEY H. BULLARD, Vice-President, Bullard Machine Tool Co., Bridgeport, Conn.  
 GEORGE K. BURGESS, Director, Bureau of Standards, Washington, D. C.  
 ROBERT BURGESS, Westinghouse Air Brake Co., Washington, D. C.  
 F. HIGHLANDS BURNS, President, Maryland Casualty Co., Baltimore, Md.  
 HAROLD S. BUTTENHEIM, Editor, *The American City*, New York City.

## C

ROY D. CHAPIN, Chairman of the Board, Hudson Motor Car Co., Detroit, Mich.  
 JULIAN CHASE, Directing Editor, Class Journal Co., New York City.  
 RAYMOND CHASE, Captain of Police, New Bedford, Mass.  
 W. W. CHASE, President, New York Automobile Club, Inc., New York City.  
 CHARLES HENRY CHENEY, Consultant, Redondo Beach, Calif.  
 ROBERT W. CHILDS, Goode, Childs, Bobb & Wescott, Chicago, Ill.  
 IVAN CLARK, Automobile Club, Kansas City, Mo.  
 ROLLIN M. CLARK, Chamber of Commerce of the United States, Washington, D. C.  
 G. E. CLARKSON, Western Pennsylvania Safety Council, Pittsburgh, Pa.  
 MRS. JOHN B. CLEAVER, Middletown, Del.  
 R. F. CLERC, New Orleans Board of Trade, New Orleans, La.  
 W. W. CLOUD, President, National Association of Taxicab Owners, Baltimore, Md.  
 DR. EDMUND COBBE, Westchester, Pa.  
 JAMES P. COLE, Chief of Police, Flint, Mich.  
 W. GRAHAM COLE, Metropolitan Life Insurance Company, New York, N. Y.  
 G. P. COLEMAN, Williamsburg, Va.  
 W. M. COLLADAY, Superintendent, Motor Vehicle Department, Des Moines, Iowa.  
 BARRON G. COLLIER, Special Deputy Commissioner, Police Department, New York City.  
 H. C. COLLINS, The White Company, Washington, D. C.  
 H. W. T. COLLINS, Automotive Lighting Association, Cincinnati, Ohio.  
 MORGAN A. COLLINS, Superintendent of Police, Chicago, Ill.  
 T. A. COLLINS, Secretary, Lawrence Automobile Club, Lawrence, Mass.

JOHN W. COLTON, Editor, Aera, New York City.

H. R. COLWELL, Division of Simplified Practice, Department of Commerce, Washington, D. C.

R. KEITH COMPTON, Director of Public Works, Richmond, Va.

ERNEST T. CONLON, Secretary, Manager, Grand Rapids Motor Club, Grand Rapids, Mich.

W. H. CONNELL, Engineering Executive, Department of Highways, Harrisburg, Pa.

JACK S. CONNOLLY, Motion Picture Producers and Distributors of America, Inc., Washington, D. C.

JOHN F. CONNORS, Chief of Police, Ypsilanti Board of Commerce, Ypsilanti, Mich.

L. H. CONVERSE, Lorimore, Iowa.

MRS. DRURY W. COOPER, National Congress of Parents and Teachers, Montclair, N. J.

T. W. COPELAND, International Railroad Company, Buffalo, N. Y.

H. H. COREY, Public Service Commission, Salem, Oregon.

E. W. CORN, National Safety Council, Chicago, Ill.

X. H. CORNELL, Superintendent of Terminals, Chicago and Alton Railroad Company, Chicago, Ill.

MRS. MAEEL C. COSTIGAN, Colorado Federation of Women's Clubs, Washington, D. C.

E. R. COTT, Ohio Association for Prevention Grade Crossing and Highway Accidents, Columbus, Ohio.

G. W. COVERSTON, Fallon, Nev.

W. J. COX, San Diego, Calif.

EDWARD CRANE, Bureau of Statistics, Interstate Commerce Commission, Washington, D. C.

EDWARD F. CRANE, Burlington Free Press, Burlington, Vt.

H. M. CRANE, Past President, Society of Automotive Engineers, New York City.

JOSEPH CRAWFORD, Newark, N. J.

R. B. CRAWFORD, Secretary, Massillon Automobile Club, Massillon, Ohio.

A. E. CREEGER, Willlys-Overland Company, Washington, D. C.

G. F. CRISWELL, Association of Life Insurance Presidents, New York City.

DR. E. C. CRITTENDEN, Bureau of Standards, Washington, D. C.

FRANK C. CROSS, National Director of Americanism, American Legion, Indianapolis, Ind.

A. B. CUMNER, Autocar Sales and Service Company, Ardmore, Pa.

H. L. CUMMINGS, Yellow Cab Co., Richmond, Va.

CHARLES D. CURTIS, Bureau of Public Roads, Washington, D. C.

S. O. CUTLER, The Delaware and Hudson Company, Albany N. Y.

D

GEORGE H. DALRYMPLE, Passaic, N. J.

C. R. DALTON, Rochester Bureau of Municipal Research, Rochester, N. Y.

N. C. DAMON, National Automobile Chamber of Commerce, Washington, D. C.

EDWARD DANA, Chairman, Boston Elevated Railway Company, Boston, Mass.

REV. WILLIAM L. DAREY, Federal Council of the Churches of Christ in America, Washington, D. C.

F. E. DAVID, Baton Rouge, La.

HON. CLIFFORD B. DAVIS, Judge of Municipal Court, Memphis, Tenn.

J. ALLEN DAVIS, Associate Counsel, Automobile Club of Southern California, Los Angeles, Calif.

J. R. DAVIS, State Highway Commission, Nevada, Mo.

J. V. DAVIS, Vice President and General Manager, Washington and Old Dominion Railway, Washington, D. C.

WATSON DAVIS, Science Service, Washington, D. C.

WILLIAM H. DAVIS, Bureau of the Census, Washington, D. C.

L. A. DEBLOIS, Past President, National Safety Council, Wilmington, Del.

GEORGE DEIBERT, Secretary, Atlanta Safety Council, Atlanta, Ga.

F. A. DELANO, President, American Civic Association, Washington, D. C.

D. C. DEWEESSE, Assistant Engineer, Buffalo, Rochester & Pittsburgh Railway Co., Rochester, N. Y.

GEORGE E. DICKIE, Manager, Playground and Recreation Association of America, New York City.

H. C. DICKINSON, Bureau of Standards, Department of Commerce, Washington, D. C.

E. M. DIEHL, Columbiana County Motor Club, East Liverpool, Ohio.

W. L. DILL, Commissioner of Motor Vehicles, Trenton, N. J.

JOHN P. DILLION, Chairman of City Technical Committee, Grade Crossing Protection, Department of Public Works, Chicago, Ill.

GEORGE W. DIXON, Chicago, Ill.

W. H. DOAK, Vice President, Brotherhood of Railroad Trainmen, Washington, D. C.

C. B. DOBBS, San Francisco Chamber of Commerce, Washington, D. C.

FREDERICK A. DODGE, National Association of Retail Grocers, Washington, D. C.

CHARLES DONLEY, Pittsburgh Chamber of Commerce, Pittsburgh, Pa.

DR. P. E. DOOLITTLE, Canadian National Safety League, Toronto, Canada.

JAMES B. DOUGLAS, United Gas Improvement Company, Philadelphia, Pa.

FAYETTE B. DOW, American Petroleum Institute, Washington, D. C.

MARCUS DOW, Automobile Safety Council, Chicago, Ill.

P. M. DOWNING, Vice President, Pacific Gas and Electric Company, San Francisco, Calif.

LEWIS A. DREXLER, Bethany Beach, Del.

L. I. DUBLIN, Statistician, Metropolitan Life Insurance Company, New York City.

DR. C. S. DUNCAN, Association of Railway Executives, Washington, D. C.

L. S. DUNHAM, Chief Engineer, Thomas A. Edison, Inc., Bloomfield, N. J.

DR. KNIGHT DUNLAP, Professor of Experimental Psychology, Johns Hopkins University, Baltimore, Md.

B. W. DUNN, Chief Inspector, Bureau of the Safe Transportation of Explosives, Philadelphia, Pa.

C. FRANK DUNN, Manager, Lexington Automobile Club, Lexington, Ky.

JAMES H. DUNN, Uniontown Motor Club, Uniontown, Pa.

M. F. DUNN, Maine Central Railroad Company, Portland, Me.

W. G. DUVAL, State Highway Advisory Board, Golden, Colo.

E

E. K. EASTHAM, United Railways Company, St. Louis, Mo.

J. M. EATON, Assistant General Manager, American Mutual Alliance, New York City.

RALPH W. EATON, Public Service Engineer, Providence, R. I.

CHARLES EBERHART, Yorkville Chamber of Commerce, New York City.

M. O. ELDRIDGE, Director of Traffic, Washington, D. C.

TAZEWELL ELLETT, Virginia State Highway Commission, Richmond, Va.

WILLIAM P. ENO, Chairman of the Board, Eno Foundation for Highway Traffic Regulation, Inc., Saugatuck, Conn.

JOHN P. ELTON, Waterbury, Conn.  
H. F. ENLows, American Red Cross, Washington, D. C.

F. E. ERTSMAN, Secretary, Illinois State Automobile Association, Chicago, Ill.

FRANK ERVIN, Police Traffic Squad, Portland Chamber of Commerce, Portland, Ore.

J. H. EVANS, Order of Railway Conductors of America, Cedar Rapids, Iowa.

ALFRED EVENS, Indianapolis and Louisville Railway, Chicago, Ill.

FREDERIC B. EVERETT, Commissioner, Highway Department, Concord, N. H.

BENJAMIN G. EYNON, Commissioner of Motor Vehicles, Harrisburg, Pa.

W. G. EYNON, Manager, Ford Motor Company of Detroit, Washington, D. C.

## F

R. N. FALGE, Automotive Lighting Association, Cleveland, Ohio.

DAVID R. FARIES, Counsel, Automobile Club of Southern California, Los Angeles, Calif.

DUDLEY FARRAND, Vice President, Public Service Corporation, Newark, N. J.

B. F. FAY, Albany Chamber of Commerce, Albany, N. Y.

MARTIN FEENEY, Chief of Police, Fall River, Mass.

A. P. FEDERLINE, American Automobile Association, Washington, D. C.

D. C. FENNER, Mack's Trucks, Inc., New York City.

F. C. FERBER, Washington, D. C.

W. P. FERRINGER, Oil City Motor Club, Oil City, Pa.

ARTHUR FIFOTT, Secretary, Automobile Club of Hartford, Hartford, Conn.

C. H. FINDLEY, Central Georgia Railway, Savannah, Ga.

J. H. FISHBACK, Washington, D. C.

THOMAS FITZGERALD, Vice-President, Pittsburgh Railways Company, Pittsburgh, Pa.

FRANK E. FISKE, Cleveland Automobile Club, Cleveland, Ohio.

JOHN J. FITZGERALD, Secretary, Chamber of Commerce, Paterson, N. J.

A. B. FLETCHER, U. S. Bureau of Public Roads, Washington, D. C.

W. J. FLICKINGER, Vice President, The Connecticut Co., New Haven, Conn.

H. WALTER FORSTER, Brown, Crosby & Co., Philadelphia, Pa.

CHARLES FLORY, Canton Automobile Club, Canton, Ohio.

ALFRED F. FOOTE, Commission of Public Safety, Boston, Mass.

GEORGE B. FORD, Consultant, New York City.

R. H. FORD, Chicago, Rock Island & Pacific Railroad Co., Chicago, Ill.

JUSTINE H. FORREST, Chicago, Ill.

C. P. FORTNEY, State Road Commission, Charleston, W. Va.

RAYMOND B. FOSDICK, New York City.

PIERREPOST B. POSTER, Hamden, Conn.

WILLIAM B. POSTER, Du Pont Co., Wilmington, Del.

J. R. FOWLER, Automobile Association, Gainesville, Fla.

MISS FLORENCE C. FOX, U. S. Bureau of Education, Washington, D. C.

HON. A. M. FREE, House of Representatives, Washington, D. C.

CHARLES W. FREEDMAN, Washington, D. C.

ROBERT FREEDMAN, Rent-A-Car Co., Atlantic City, N. J.

SAMUEL FREEB, Philadelphia, Pa.

ARTHUR J. FREUND, Board of Police Commissioners, St. Louis, Mo.

ERNST FREUND, Professor of Law, University of Chicago, Chicago, Ill.

G. O. FRICK, Business Property Association, Detroit, Mich.

WILLIAM J. FRIPP, New York Central Railroad, New York City.

A. W. FROUDE, American Steel & Wire Co., New York City.

M. T. FULTON, Kansas City Southern Railway Co., Kansas City, Mo.

## G

GENERAL CHARLES D. GAITHER, Commissioner of Police, Baltimore, Md.

C. W. GALLOWAY, Baltimore & Ohio Railroad, Baltimore, Md.

JOSEPH X. GALVIN, Penney Merchants Transfer Co., Chicago, Ill.

ISAAC GANS, National Retail Clothing Association, Washington, D. C.

CHARLES W. GATES, Franklin, Vt.

CARL H. GETZ, Chrysler Corporation, New York City.

CARLTON B. GIBSON, Savannah, Ga.

W. S. GILBREATH, Detroit Automobile Club, Detroit, Mich.

F. F. GILMORE, JR., Louisville Safety Council, Louisville, Ky.

O. F. GNADINGER, Elgin, Joliet & Eastern Railway Co., Chicago, Ill.

R. H. GOEBEL, Rubber Association of America, New York City.

C. J. GOFF, Washington, D. C.

A. T. GOLDBECK, National Crushed Stone Association, Washington, D. C.

E. P. GOODRICH, Consulting Engineer, New York City.

ELLIOT H. GOODWIN, Resident Vice President, Chamber of Commerce of the United States, Washington, D. C.

FRANK A. GOODWIN, Registrar of Motor Vehicles, Boston, Mass.

HAROLD R. GORDON, Chicago, Ill.

GEORGE M. GRAHAM, Vice President, Chandler Motor Car Co., Cleveland, Ohio.

A. L. GRANDY, Detroit, Mich.

W. J. GRAVES, Michigan Mutual Liability Co., Detroit, Mich.

G. M. GRAY, National Retail Hardware Association, Coshocton, Ohio.

KANE S. GREEN, President, The Automobile Club of Philadelphia, Philadelphia, Pa.

L. P. GREEN, Minneapolis, St. Paul & Sault St. Marie Railroad, Minneapolis, Minn.

ERNEST GREENWOOD, Vice President, Board of Education of the District of Columbia, Washington, D. C.

JOHN M. GRIES, Chief, Division of Building and Housing, Department of Commerce, Washington, D. C.

JOHN T. GRIFFIN, Commissioner of Motor Vehicles, Concord, N. H.

ARA A. GRIGGS, State House, Montpelier, Vt.

H. B. GRIMSHAW, Seaboard Air Line, Savannah, Ga.

HARRY GROSSMAN, American Driverself Association, Chicago, Ill.

HON. AARON H. GROUT, Secretary of State, Montpelier, Vt.

WM. J. GUILBERT, Buffalo Chamber of Commerce, Buffalo, N. Y.

WALTER B. GUY, Washington, D. C.

L. R. GWYN, Brooklyn, N. Y.

## H

- E. A. HADLEY, Chief Engineer, Missouri Pacific Railroad, St. Louis, Mo.  
 C. A. B. HALVORSON, JR., General Electric Co., West Lynn, Mass.  
 G. E. HAHN, Superintendent of Safety, Chicago, Burlington & Quincy Railroad, Chicago, Ill.  
 MORRIS HAHN, Red Top Cab Co., Washington, D. C.  
 ISAAH HALE, Superintendent of Safety, Atchison, Topeka & Santa Fe Railway Co., Topeka, Kans.  
 HON. LEVI M. HALL, Judge of Municipal Court, Minneapolis, Minn.  
 GEORGE E. A. HALLETT, General Motors Corporation, Detroit, Michigan.  
 WM. M. HALSEY, Newark, N. J.  
 W. G. HAMILTON, New York City.  
 B. N. HANLON, Motor Corporation, New Castle, Pa.  
 J. H. HANNA, President, Capital Traction Co., Washington, D. C.  
 R. E. HANNA, Cathoon Highway Association, Cheraw, S. C.  
 MICHAEL THOMAS HANRAHAN, American Railway Express Co., Chicago, Ill.  
 MARK M. HARDY, Pedestrian Subway Corporation, Baltimore, Md.  
 HARRY E. HARKNESS, Secretary, Binghamton Automobile Club, Binghamton, N. Y.  
 CHARLES A. HARNETT, Commissioner of Motor Vehicles, Albany, N. Y.  
 H. D. HARPER, Chief of Police, Colorado Springs, Colo.  
 E. J. HARRINGTON, Cleveland Railway Co., Cleveland, Ohio.  
 DR. JOHN A. HARRISS, New York City.  
 F. HARTENSTEIN, Lehigh Valley Railroad Co., Bethlehem, Pa.  
 M. A. HARTIGAN, Virginian Railway Co., Norfolk, Va.  
 CARL P. HARTMAN, Chamber of Commerce, Westchester County, White Plains, N. Y.  
 JULIEN H. HARVEY, Director, Kansas City Safety Council, Kansas City, Mo.  
 W. K. HATT, Professor of Civil Engineering, Purdue University, Lafayette, Ind.  
 CHARLES M. HAYES, President, Chicago Motor Club, Chicago, Ill.  
 GEORGE W. HAYWOOD, Lynn Chamber of Commerce, Lynn, Mass.  
 J. J. HEAVY, Erie Railroad, Huntington, Ind.  
 S. R. HELLER, Yellow Cab Co., Norfolk, Va.  
 D. W. HELT, Grand President, Brotherhood of Railroad Signalmen of America, Chicago, Ill.  
 M. L. HEMMWAY, Motor and Accessory Manufacturers Association, New York City.  
 G. J. HENDERSON, State Board of Public Roads, Providence, R. I.  
 CHARLES L. HENRY, President, Indianapolis and Cincinnati Traction Co., Indianapolis, Ind.  
 GUY A. HENRY, Eye Sight Conservation Council, New York City.  
 THOMAS P. HENRY, President, American Automobile Association, Detroit, Mich.  
 J. E. HEBERLE, Capital Traction Co., Washington, D. C.  
 GEORGE R. HERBERT, Savannah Motor Club, Savannah, Ga.  
 HUGH HERDMAN, Oregon Safety Council, Salem, Oreg.  
 GEORGE H. HERROLD, City Planning Commission, St. Paul, Minn.  
 W. J. HERROLD, Chicago & Alton Railroad Co., Bloomington, Ill.  
 JOHN HERTZ, President, Yellow Truck & Coach Manufacturing Co., Chicago, Ill.  
 EDWIN B. HESSE, Major and Superintendent, Metropolitan Police Department, Washington, D. C.  
 L. I. HEWES, U. S. Bureau of Roads, San Francisco, Calif.  
 C. E. HEWITT, American Council on Education, Washington, D. C.  
 ELMER L. HEWITT, Manager, Providence Safety Council, Providence, R. I.  
 C. D. HICKS, Missouri Pacific Railway, St. Louis, Mo.  
 B. S. HIGGINS, General Manager, Yellow Cab Co., Philadelphia, Pa.  
 HILARY EWING HOWSE, Nashville, Tenn.  
 CHARLES E. HILL, New York Central Lines, New York City.  
 GEORGE H. HILL, Chief of Police, Worcester, Mass.  
 LEROY F. HILL, Alabama Motorists Association, Birmingham, Ala.  
 M. V. HILL, Manager, California Electric Railway Association, San Francisco, Calif.  
 C. E. HINER, State Roads Commission, Charleston, W. Va.  
 A. H. HINKLE, Superintendent of Maintenance, Indiana State Highway Commission, Indianapolis, Ind.  
 ROYE B. HINKLE, State Labor Commissioner, Jefferson City, Mo.  
 C. L. HITCHCOCK, President, Insurance Field, Louisville, Ky.  
 F. G. HITCHNER, Director of Public Safety, Camden, N. J.  
 A. B. HOFF, Commissioner of Employment, New York City.  
 MAJOR W. H. HOLCOMBE, Assistant to Engineer Commissioner of the District of Columbia, Washington, D. C.  
 THOMAS F. HOLDEN, American Gas Association, Washington, D. C.  
 CLAUDE J. HOLDING, Albany Chamber of Commerce, Albany, N. Y.  
 HON. MIKE HOLM, Secretary of State, St. Paul, Minn.  
 JOHN R. HOPE, The Automobile Club, Richmond, Va.  
 A. P. E. HORN, American Institute of Electrical Engineers, Washington, D. C.  
 LEON HORN, Wichita Falls Safety Council, Wichita Falls, Tex.  
 SAMUEL S. HORN, Northampton County Motor Club, Eaton, Pa.  
 H. L. HORNING, Waukesha Motor Co., Waukesha, Wis.  
 ROBERT C. HOWARD, Washington, D. C.  
 WILLIAM HOWE, Secretary, Butler County Automobile Club, Hamilton, Ohio.  
 M. O. HOWLE, Carolina Power and Light Co., Raleigh, N. C.  
 HILARY E. HOWSE, Mayor, Nashville, Tenn.  
 PHILIP D. HOYT, Police Commissioner of New York City, New York City.  
 H. W. HUDGEN, St. Louis-San Francisco Railways, St. Louis, Mo.  
 R. M. HUDSON, Chief, Division of Simplified Practice, Department of Commerce, Washington, D. C.  
 W. E. HUDSON, Vice President, Florida East Coast Railway Co., St. Augustine, Fla.  
 S. S. HUEBNER, Professor of Insurance, University of Pennsylvania, Philadelphia, Pa.  
 RUSSELL HUFFMAN, Secretary, Motor Vehicle Conference Committee, New York City.  
 HON. J. P. HUNTLEY, Lake City, Fla.  
 ARTHUR L. HUSTED, Secretary, Madison Auto Club, Madison, Wis.  
 J. D. HUTCHENS, Fort Wayne Motor Club, Fort Wayne, Ind.

## I

- JOHN IHLDER, Manager, Civic Development Department, Chamber of Commerce of the United States, Washington, D. C.  
 W. A. INGALLS, Dominion Signal Co., Richmond, Va.  
 J. P. INGLE, Manager, Jacksonville Traction Co., Jacksonville, Fla.

F. E. JACK, Chicago Motor Club, Chicago, Ill.  
 E. W. JAMES, Chief, Division of Design, Bureau of Public Roads, Department of Agriculture, Washington, D. C.  
 MISS HARLEAN JAMES, Executive Secretary, American Civic Association, Washington, D. C.  
 STEPHEN JAMES, Highway Education Board, Washington, D. C.  
 W. E. JAMES, Austin, Tex.  
 HON. E. B. JEFFRIES, Mayor, Greensboro, N. C.  
 ARTHUR I. JENKINS, Meadville, Pa.  
 W. A. JENSEN, Secretary, Lackawanna Motor Club, Scranton, Pa.  
 HON. F. A. JETER, Secretary of State, Boise, Idaho.  
 WALTON C. JOHN, Highway Education Board, Washington, D. C.  
 A. N. JOHNSON, Dean, Engineering College, University of Maryland, College Park, Md.

A. J. KAVANAUGH, Police Department, Rochester, N. Y.  
 G. G. KELCEY, American Gas Accumulator Company, Elizabeth, N. J.  
 HON. GRIFFIN KELLY, Frankfort, Ky.  
 W. R. KELLY, Citizens Safety Committee, Philadelphia Chamber of Commerce, Philadelphia, Pa.  
 H. G. KEMPER, Vice-President, Lumbermen's Mutual Casualty Co., Chicago, Ill.  
 JAMES S. KEMPER, President, Lumbermen's Mutual Casualty Co., Chicago, Ill.  
 ARCHIBALD R. KENDALL, Chamber of Commerce, Concord, N. H.  
 GEO. KENNEY, Yellow Cab Co., Chicago, Ill.  
 H. M. KEYSER, Secretary, Washington Railway & Electric Co., Washington, D. C.  
 GEO. H. KILE, President, Akron Automobile Club, Akron, O.  
 J. H. KILLIUS, Cleveland Automobile Club, Cleveland, Ohio.

A. SHIRLEY LADD, Automobile Mutual Liability Co., Boston, Mass.  
 WALTER S. LAIRD, Yellow Cab Company, Pittsburgh, Pa.  
 MISS ALICE LAXEY, New York City.  
 MAX R. LAND, Cordele, Ga.  
 C. E. LANG, Wheeling Automobile Club, Wheeling, W. Va.  
 R. J. LAPORTE, Secretary, Automobile Club of Holyoke, Holyoke, Mass.  
 GEORGE A. LARUE, Department of Public Works, Chicago, Ill.  
 E. E. LASCHUM, American Railway Express Company, New York City.  
 H. E. LAVIER, Executive Secretary, Automobile Club of Syracuse, Syracuse, N. Y.  
 CLARENCE L. LAW, President, Illuminating Engineering Society, New York City.  
 H. N. LAWRIE, Washington, D. C.  
 CHARLES W. LEAVITT, American Institute of Consulting Engineers, New York City.  
 GORDON LEAVITT, Charles W. Leavitt and Son, New York City.  
 R. Q. LEE, Cisco, Tex.  
 W. C. LEFEBVRE, State Highway Engineer, Phoenix, Ariz.  
 R. P. LENTZ, Stewart Motor Corporation, Buffalo, N. Y.  
 HAROLD M. LEWIS, Executive Engineer, Regional Plan of New York and Its Environs, New York City.  
 J. H. LIEGLER, City Attorney, Racine, Wis.  
 AUSTIN J. LILLY, United States Casualty Co., New York City.  
 S. M. LIPPMAN, Chief of Police, Atlantic City, N. J.

F. W. JOHNSON, Managing Director, Citizens Safety Committee, Philadelphia Chamber of Commerce, Philadelphia, Pa.  
 F. WOODWALL JOHNSON, Chattanooga Safety Council, Chattanooga, Tenn.  
 L. L. JOHNSON, Supervisor of Traffic Police, Indianapolis, Ind.  
 O. F. JOHNSON, Safety Supervisor, Minneapolis & St. Louis Railroad Co., Minneapolis, Minn.  
 PYKE JOHNSON, Washington Representative, National Automobile Chamber of Commerce, Washington, D. C.  
 NORMAN JOHNSTON, Secretary, Wyoming Valley Motor Club, Wilkes-Barre, Pa.  
 R. B. JORDAN, Chief of Police, Richmond, Va.  
 CHARLES H. JUDD, University of Chicago, Chicago, Ill.  
 MISS JOSEPHINE JUNKIN, General Federation of Women's Clubs, Washington, D. C.

PAUL W. KIMBALL, Washington, D. C.  
 C. A. KINGSBURY, American Optical Co., Chicago, Ill.  
 R. G. KIRSCHMANN, Manager, Johnstown Motor Club, Johnstown, Pa.  
 L. H. KISTLER, Secretary-Treasurer, Oil City Motor Club, Oil City, Pa.  
 G. W. KITTREDGE, New York Central Railroad, New York City.  
 EARL I. KLEIN, President, Red Top Cab Co., Washington, D. C.  
 C. A. KLINE, Chicago, Ill.  
 MORRIS KNOWLES, Chairman, City Planning Commission, Pittsburgh, Pa.  
 EMIL W. KOCK, Commissioner of Police, Kansas City, Mo.  
 MORRISON KOERNER, Chicago, Ill.  
 E. W. KOPP, Metropolitan Life Insurance Co., New York City.  
 E. H. KRUSE, Brotherhood of Locomotive Engineers, Washington, D. C.

W. F. LITTLE, Electric Testing Laboratories, Inc., New York City.  
 H. T. LIVELY, General Claim Agent, Louisville Railroad Co., Louisville, Ky.  
 M. G. LLOYD, Bureau of Standards, Washington, D. C.  
 W. H. LOLLER, Secretary, Youngstown Automobile Club, Youngstown, Ohio.  
 FRANK S. LONG, Indian Motorcycle Co., Springfield, Mass.  
 CHESTER I. LONG, Chairman, Uniform Public Law Acts Section, National Conference of Commissioners on Uniform State Laws, Wichita, Kans.  
 JOHN C. LONG, Secretary, Traffic Planning and Safety Committee, National Automobile Chamber of Commerce, New York City.  
 MRS. B. F. LONGWORTHY, Winnetka, Ill.  
 M. O. LORENZ, Director, Bureau of Statistics, Interstate Commerce Commission, Washington, D. C.  
 ARTHUR J. LOVELL, Brotherhood of Locomotive Firemen & Enginemen, Washington, D. C.  
 C. F. LOWETH, Chicago, Milwaukee & St. Paul Railroad, Chicago, Ill.  
 V. S. LUCAS, Cleveland Automobile Club, Cleveland, Ohio.  
 H. M. LUCRUS, Automobile Club of Maryland, Baltimore, Md.  
 SAMUEL LUDLOW, JR., First Reinsurance Co., Hartford, Conn.  
 WILLIAM R. LUNK, Chamber of Commerce, Meadville, Pa.  
 FRANK E. LYMAN, Associate Commissioner of the Division of Highways, Boston, Mass.

## M

HON. WILLIAM MCADOO, Chief City Magistrate, New York City.

O. B. MCCARTHY, Pierce Arrow Motor Co., Buffalo, N. Y.

JOHN L. MCCORD, Cleveland Automobile Club, Cleveland, Ohio.

J. H. MCCLEDMAN, American Automobile Association, Greenville, Pa.

T. T. MCCROSKY, Yale University, New Haven, Conn.

A. E. MCDANIEL, Consulting Engineer, Washington, D. C.

A. R. MACDONALD, Railroad Commission of Wisconsin, Madison, Wis.

WILLIAM H. MCGUFFEY, Southern Railway System, Washington, D. C.

E. J. MCILRAITH, Chicago Surface Lines, Chicago, Ill.

LEWIS W. MCINTYRE, University of Pittsburgh, Pittsburgh, Pa.

CLAYTON MCPHERSON, Cumberland Traction Co., Bridgeton, N. J.

ALVAN MACAULEY, President, Packard Automobile Co., Detroit, Mich.

LEWIS MACBRAYNE, Massachusetts Safety Council, Boston, Mass.

GENERAL NATHAN WILLIAM MACCHESNEY, Past President, National Conference of Commissioners on Uniform State Laws, Chicago, Ill.

H. C. MACDONALD, Outdoor Advertising, Detroit, Mich.

JOHN A. MACDONALD, Commissioner, State Highway Department, Hartford, Conn.

THOMAS H. MACDONALD, Chief, Bureau of Public Roads, Department of Agriculture, Washington, D. C.

JOHN N. MACKALL, Chairman, State Roads Commission, Baltimore, Md.

K. W. MACKALL, Syracuse Safety Council, Syracuse, N. Y.

JAMES T. MACLAFFERTY, Department of Commerce, Washington, D. C.

J. DE N. MACOMBE, Atchison, Topeka and Santa Fe Railway System, Chicago, Ill.

JAMES MADDEN, President, Paterson Safety Council, Paterson, N. J.

JAMES L. MADDEN, Manager, Insurance Department, Chamber of Commerce of the United States, Washington, D. C.

C. R. MANN, Director, American Council of Education, Washington, D. C.

E. M. MANN, New York, Chicago and St. Louis Railroad Co., Cleveland, Ohio.

W. C. MARKHAM, Secretary, American Association of State Highway Officials, Washington, D. C.

B. W. MARSH, Traffic Engineer, City Hall, Pittsburgh, Pa.

BENJAMIN J. MARSHALL, Oklahoma City Kiwanis Club, Oklahoma, Okla.

FRANK D. MARSHALL, Portland, Me.

C. F. MARVIN, JR., Bureau of Standards, Washington, D. C.

MRS. E. C. MASON, National Congress of Parents and Teachers, Winchester, Mass.

H. E. MASON, General Engineer and Management Corp., New York City.

JOSEPH F. MATTHEW, United States Fidelity and Guaranty Co., Baltimore, Md.

PHILLIP MATTHEWS, Transit Commission, New York City.

C. T. MATTHEWS, Carolina Motor Club, Inc., Greensboro, N. C.

FRANK W. MATTON, State Railroad and Warehouse Commission, St. Paul, Minn.

JOHN D. MAXFIELD, Los Angeles Chamber of Commerce, Los Angeles, Calif.

W. S. MAXWELL, Miami Motor Club, Miami, Fla.

S. MAYER, Chicago, Ill.

RICHARD R. MEBERTS, Ashkum, Ill.

HERBERT A. MELDRUM, New York State Automobile Association, Buffalo, N. Y.

ALBERT B. MEREDITH, Commissioner of Education, Hartford, Conn.

W. H. METCALF, Philadelphia Automobile Trade Association, Philadelphia, Pa.

F. M. METCALFE, Northern Pacific Railway Co., St. Paul, Minn.

ALBERT G. METZ, Editor, *Motor Transport*, Philadelphia, Pa.

W. E. METZGER, Detroit Automobile Club, Detroit, Mich.

DR. J. FRANKLIN MEYER, Bureau of Standards, Washington, D. C.

B. D. MILLS, International Motor Co., Long Island City, N. Y.

FRANK MILHOLLAN, President, Board of Railroad Commissioners, Bismarck, N. D.

A. W. MILLER, National Association of Secondary School Principals, Washington, D. C.

E. W. MILLER, Indemnity Insurance Company of North America, Philadelphia, Pa.

S. N. MILLS, Director, Bureau of Safety, Interstate Commerce Commission, Washington, D. C.

B. C. MILNER, State Highway Department of Georgia, East Point, Ga.

JOE MILNER, Gulfport, Miss.

WILLIAM B. MILLS, Superintendent of Police, Philadelphia, Pa.

DUANE E. MINARD, Newark, N. J.

GEORGE L. MINER, Providence Safety Council, Providence, R. I.

JAMES MITCHELL, President, Oklahoma City Motor Club, Oklahoma City, Okla.

HOWARD C. MITTINGER, Central Pennsylvania District Council, Gettysburg, Pa.

COL. I. C. MOLLER, Assistant Director of Traffic, Washington, D. C.

ALBERT B. MOORE, Inspector, Department of State Police, Albany, N. Y.

EDWARD A. MOREE, Syracuse Automobile Club, Syracuse, N. Y.

ARTHUR T. MOREY, General Manager, Commonwealth Steel Company, Granite City, Ill.

CHARLES E. MORGAN, West Virginia State Automobile Association, Clarksburg, W. Va.

CLINTON B. MORGAN, Vice President and General Manager, Brooklyn City Railroad Company, Brooklyn, N. Y.

R. B. MORLEY, General Manager, Industrial Accident Prevention Association, Toronto, Canada.

HENRY C. MORRIS, Washington Society of Engineers, Washington, D. C.

MATT F. MORSE, General Manager, Automobile Club of Missouri, St. Louis, Mo.

WALTER MOSES, Pennsylvania Indemnity Exchange, Philadelphia, Pa.

F. A. MOSS, George Washington University, Washington, D. C.

A. A. MOWBRAY, National Safety Conference, Chicago, Ill.

ORSON D. MUNN, Editor, *Scientific American*, New York City.

E. J. MURPHY, Chief Statistician, American Electric Railway Association, New York City.

H. E. MYERS, Dayton Automobile Club, Dayton, Ohio.

## N

L. R. NASH, Vice-President, Stone & Webster, Boston, Mass.

H. E. NEAL, Ohio Highway Department, Columbus, Ohio.

F. M. NELLIS, Air Brake Association, New York City.

WM. F. V. NEUMANN, Detroit Automobile Club, Detroit, Mich.

J. J. NEWELL, Orlando, Fla.

GURNEY NEWLIN, National Conference of Commissioners on Uniform State Laws, Los Angeles, Calif.

JOHN E. NEWMAN, Southern Pacific Company, San Francisco, Calif.  
 MISS AGNES NEYLON, Lincoln Automobile Club, Lincoln, Nebraska.  
 TOM NOKES, Johnstown Motor Club, Johnstown, Pa.  
 JOHN NOLEN, Consultant in City Planning, Cambridge, Mass.

M. E. NOOLET, Secretary-Manager, Hoosier State Automobile Association, Indianapolis, Ind.  
 J. P. NOONAN, President, International Brotherhood of Electrical Workers, Washington, D. C.  
 JOHN E. NORTHWAY, Secretary, Hamilton Chamber of Commerce, Hamilton, Ohio.

## O

JAMES L. OAKLEY, Philadelphia, Pa.  
 JOSEPH F. O'CONNELL, Vice-President, National Conference of Commissioners on Uniform State Laws, Boston, Mass.  
 JOHN W. O'CONNOR, Inspector, New York Police Department, Brooklyn, N. Y.  
 J. GEORGE O'BRIEN, General Manager, Automobile Club of Northern Michigan, Saginaw, Mich.  
 CLIFFORD OLDER, Consulting Engineer, Chicago, Ill.  
 F. L. OLMSTED, Landscape Architect, Brookline, Mass.

WM. F. O'NEIL, Police Department, Providence, R. I.  
 A. HEATH ONTHANK, Chief, Division of Domestic Commerce, Department of Commerce, Washington, D. C.  
 L. J. O'ROURKE, Chief, Research Division, U. S. Civil Service Commission, Washington, D. C.  
 JOHN W. OTT, Secretary-Treasurer, J. C. Adderly, Inc., Chicago, Ill.  
 PERCY OWEN, Dodge Brothers, Detroit, Mich.  
 E. P. OWENS, JR., Jacksonville Motor Club, Jacksonville, Fla.

## P

FRANK PAGE, Chairman, State Highway Commission of North Carolina, Raleigh, N. C.  
 L. H. PALMER, Vice-President and General Manager, Fifth Avenue Coach Co., New York City.  
 LEW R. PALMER, Equitable Life Assurance Society of the United States, New York City.  
 WEAVER W. PANGBURN, Playground and Recreation Association of America, New York City.  
 W. H. PARKER, Utah State Road Commission, Salt Lake City, Utah.  
 J. H. PARMELEE, Director, Bureau of Railway Economics, Washington, D. C.  
 C. J. PARRISH, President, Butler County Automobile Club, Hamilton, Ohio.  
 VICTOR PARVIN, American Association of Railroad Superintendents, Owosso, Mich.  
 JAMES S. PATRICK, Chamber of Commerce, Nashville, Tenn.  
 R. B. PATTERSON, Potomac Electric Power Company, Washington, D. C.  
 E. GEORGE PAYNE, New York University, New York City.  
 HON. ROY PAYNE, Wichita, Kans.  
 J. A. PRABODY, Chicago & Northwestern Railway Co., Chicago, Ill.  
 HORACE W. PEASLEE, Washington, D. C.  
 WALTER S. PENFIELD, American Academy of Political & Social Science, Philadelphia, Pa.  
 CLIFFORD PENLAND, Secretary-Manager, Memphis Safety Committee, Memphis, Tenn.  
 J. S. PERKINS, Wooster Automobile Club, Wooster, Ohio.  
 BILLIE PERRINE, Manager, St. Petersburg Moyot Club, St. Petersburg, Fla.  
 C. E. PETTIBONE, Vice-President, American Mutual Liability Insurance Co., Boston, Mass.  
 V. F. PETTRIC, Secretary, Wisconsin State Motorists Association, Milwaukee, Wis.  
 FRANK H. PHELPS, Yellow Cab Co., Baltimore, Md.  
 A. D. PHILLIPS, Rubber Association of America, Chicopee Falls, Mass.

D. G. PHILLIPS, Wabash Railway Co., St. Louis, Mo.  
 S. S. PIER, Portland Chamber of Commerce, Portland, Oregon.  
 R. E. PLIMPTON, Associate Editor, *Bus Transportation*, New York City.  
 MRS. G. W. PLUMMER, General Federation of Women's Clubs, Chicago, Ill.  
 J. M. POGUE, General Manager, Indiana Columbus & Eastern Traction Co., Springfield, Ohio.  
 T. POMEROY, K. P. Products Co., New York City.  
 WILLIS PONDER, Jacksonville Motor Club, Jacksonville, Fla.  
 F. W. PORTER, Secretary, Fitchburg Mutual Fire Insurance Company, Fitchburg, Mass.  
 E. POSSELT, American Society of Mechanical Engineers, New York City.  
 G. E. POWE, The Black & Decker Manufacturing Co., Baltimore, Md.  
 G. B. POWELL, Louisville, Ky.  
 W. B. POWELL, Buffalo, N. Y.  
 JOHN R. POWERS, Automobile Club of Rochester, Inc., Rochester, N. Y.  
 THEODORE D. PRATT, Motor Truck Association of America, Inc., New York City.  
 C. W. PRICE, Vice President, Elliott Service Company, New York, N. Y.  
 GEORGE N. PRIDE, Ardmore, Pa.  
 ERNEST L. PRIEST, Department of Commerce, Washington, D. C.  
 S. D. PROUSE, Office of the Secretary of State, Dover, Del.

## Q

JOSEPH M. QUIGLEY, Chief of Department of Police, Rochester, N. Y.  
 WILLIAM J. QUILTY, Chief of Police, Springfield, Mass.  
 GEORGE A. QUINLAN, Superintendent of Highways, Cook County, Chicago, Ill.

## R

T. A. RAFFERTY, Chief, Oregon State Highway Patrol, Salem, Ore.  
 JOHN N. RANDOLPH, Richmond Safety Council, Richmond, Va.  
 CHESTER C. RAUSCH, Post Office Department, Washington, D. C.  
 G. J. RAY, Chief Engineer, Delaware, Lackawanna & Western R. R., New York City.  
 PEARCE RAYNOR, Washington Board of Trade, Washington, D. C.

CHARLES E. REDFERN, United Electric Railways Co. and Providence Safety Council, Providence, R. I.  
 J. K. REED, President, Lansing Automobile Association, Lansing, Mich.  
 EARL J. REEDER, National Safety Council, Chicago, Ill.  
 MRS. A. H. REEVE, National Congress of Parents and Teachers, Philadelphia, Pa.



MRS. CHARLES H. REMINGTON, East Providence, R. I.

C. C. REYNOLD, Superintendent of State Highway Police, Wilmington, Del.

G. F. REZTOR, Secretary, Sharon Automobile Association, Sharon, Pa.

R. G. RHETT, Chairman, State Highway Department, Charleston, S. C.

WILLIAM RICHARDS, Northville Automobile Club, Northville, Mich.

W. L. RICHARDS, Assistant to General Manager, Union Pacific Railroad, Omaha, Nebr.

A. R. RICHMOND, Washington, D. C.

GEORGE A. RICKER, District Engineer, Portland Cement Association, Washington, D. C.

SAMUEL RIDDLE, Louisville Safety Council, Louisville, Ky.

PERLEY F. RIPLEY, President, Paris Trust Co., South Paris, Me.

MRS. LOUIS K. RITTENHOUSE, New York National Child Welfare Association, Inc., New York City.

C. W. ROBERTS, Carolina Motor Club, Greensboro, N. C.

W. L. ROBINSON, International Railway Fuel Association, Baltimore, Md.

H. F. ROE, Secretary and General Manager, Ross County Automobile Association, Chillicothe, Ohio.

FRANK F. ROGERS, Commissioner, State Highway Department, Lansing, Mich.

A. V. ROWEBER, Supervisor of Safety, Duluth Chamber of Commerce, Duluth, Minn.

F. H. ROSSBORO, Uniontown Motor Club, Inc., Uniontown, Pa.

P. L. ROSS, Akron Automobile Club, Akron, Ohio.

FRED M. ROSSELAND, Newark Safety Council, Newark, N. J.

H. O. ROUNDS, Detroit Automobile Club, Detroit, Mich.

A. B. ROUSE, Erlanger, Ky.

H. A. ROWE, Chairman, Committee on Prevention of Highway Crossing Accidents, American Railway Association, New York City.

ALLAN ROYAL, Director of Safety, Chicago Motor Club, Chicago, Ill.

T. W. RUDEROW, Secretary, Pennsylvania Motor Federation, Harrisburg, Pa.

JOHN A. RUPP, Lehigh Valley Motor Club, Allentown, Pa.

H. ALLEN RUTHERFORD, Chief of Police, Department of Police, Brookline, Mass.

WILLIAM T. RUTLEDGE, Chief, Department of Police, Detroit, Mich.

## S

LOUIS ST. JOHN, Atlantic City Chamber of Commerce, Atlantic City, N. J.

S. A. J. SALBERY, Washington, D. C.

AUSTIN P. SAUNDERS, Manager, Syracuse Safety Council, Syracuse, N. Y.

JOE SAUNDERS, Saunders Drive-It-Yourself Co., Kansas City, Mo.

D. MARSHALL SCHROEDER, Deputy Commissioner of Motor Vehicles, Baltimore, Md.

HON. GUS A. SCHULDT, Judge of Police Court of District of Columbia, Washington, D. C.

PAUL SCHULTZE, State Department of Public Works, Albany, N. Y.

CHARLES B. SCOTT, Bureau of Safety, Chicago, Ill.

F. O. SCOTT, Southern Ohio Public Service Co., Zanesville, Ohio.

H. L. SCOTT, Chairman, State Highway Commission, Trenton, N. J.

ROBERT SCOTT, Atlantic Coast Line Railroad Co., Wilmington, N. C.

E. R. SCOVILLE, Baltimore & Ohio Railroad, Baltimore, Md.

R. H. SCROGIN, Hoosier Motorist Magazine, Indianapolis, Ind.

RUSSELL A. SEARS, Boston Elevated Railroad Co., Boston, Mass.

CHRISTIAN P. SEGARD, Assistant Secretary, Union Railway Co., and Third Avenue Railway System, New York City.

CHARLES N. SEITZINGER, Secretary, Reading Automobile Club, Reading, Pa.

R. P. SELWAY, Manager, Ypsilanti Branch, Detroit Automobile Club, Ypsilanti, Mich.

ALFRED SEYMOUR, Chief of Police, Lansing, Mich.

CHARLES W. SEYMOUR, Chief of Police, Highland Park, Mich.

DR. CLAYTON H. SHARP, Electric Testing Laboratories, Inc., New York City.

E. D. SHAW, Boy Scouts of America, Washington, D. C.

C. H. SHAW, The Northern Ohio Traction and Light Co., Akron, Ohio.

JOHN E. SHAW, Chairman of Good Roads Committee, New Haven, Conn.

L. F. SHEDD, Chicago, Rock Island and Pacific Railway, Chicago, Ill.

FRANK T. SHEETS, State Superintendent of Highways, Springfield, Ill.

JAMES R. SHEPPARD, Jr., Director of Public Safety, Richmond, Va.

L. E. SHEPPARD, President, Order of Railway Conductors, Cedar Rapids, Ia.

MRS. JOHN D. SHERMAN, President, General Federation of Women's Clubs, Estes Park, Colo.

RAY W. SHERMAN, Editor, Motor, New York City.

L. H. SHIRLEY, Pennsylvania Indemnity Exchange, Philadelphia, Pa.

H. G. SHIRLEY, Chairman, State Highway Commission, Richmond, Va.

MORRIS SIGMAN, President, Ladies Garment Workers' Union, New York City.

DR. EDWIN H. SILVER, Washington, D. C.

H. W. SIMMS, Treasurer, The Simms Company, Erie, Pa.

HAWLEY S. SIMPSON, City Traffic Engineer, Detroit, Mich.

FRANK T. SINGLETON, Public Service Commission of Indiana, Indianapolis, Ind.

JAMES SINKE, Director of Public Safety, Grand Rapids, Mich.

J. E. SKAGGS, President, Atlanta Safety Council, Atlanta, Ga.

HUGH T. SLATTER, Altoona, Pa.

MAJOR WILLIAM G. SLOAN, State Highway Engineer, Trenton, N. J.

A. W. SMALLEN, Chicago, Milwaukee and St. Paul Railway Co., Chicago, Ill.

C. A. SMITH, Georgia Railway and Power Co., Atlanta, Ga.

CARL L. SMITH, Managing Director, Cleveland Safety Council, Cleveland, Ohio.

ELMER K. SMITH, Board of Education, Rochester, N. Y.

ERNEST N. SMITH, General Manager, American Automobile Association, Washington, D. C.

H. E. SMITH, President, Washington County Automobile Association, Marietta, Ohio.

HERMAN H. SMITH, Deputy Chief Engineer, Board of Estimate and Apportionment, New York City.

HOWARD D. SMITH, Lumbermen's Mutual Insurance Co., Mansfield, Ohio.

J. T. SMITH, Yellow Cab Co., Philadelphia, Pa.

LONDON G. SMITH, Commissioner of Construction, Highway Department, Montgomery, Ala.

WAL A. SMITH, Director of Public Safety, Department of Public Safety, Petersburg, Va.

WALTER DENT SMITH, Manager, Delaware Safety Council, Wilmington, Del.

WM. E. SNELSON, Chief of Police, Oklahoma City, Okla.

PETER K. SOFFEL, Wheeling and Lake Erie R. R. Co., Canton, Ohio.

LESLIE J. SORENSON, Department of Public Works, Chicago, Ill.

JOHN O. SPAIN, Bureau of the Census, Washington, D. C.

CLARENCE E. SPAYD, Secretary, Brooklyn Safety Council, Brooklyn, N. Y.

KENNETH SPENCER, Assistant Secretary, Globe Indemnity Co., Newark, N. J.

WILLIAM J. SPENCER, Secretary-Treasurer, Building Trades Department, American Federation of Labor, Washington, D. C.

ARNOLD C. SPIEGEL, Fort Wayne Safety Council, Fort Wayne, Ind.

HON. R. B. SPINDLE, JR., Police Justice, Norfolk, Va.

C. P. SQUIRES, Chamber of Commerce of Las Vegas, N. M., Washington, D. C.

F. C. STANLEY, Raybestos Co., Bridgeport, Conn.

JOSEPH STANSFIELD, National Federation of Federal Employees, Washington, D. C.

LEWIS G. STAPLEY, Joint Legislative Investigating Committee on Motor Vehicles, Albany, N. Y.

C. W. STARK, Chamber of Commerce of the United States, Washington, D. C.

HOWARD STARK, Albany Chamber of Commerce, Albany, N. Y.

H. M. STARLING, Manager, Worcester Safety Council, Worcester, Mass.

S. S. STEINBERG, Assistant Director, Highway Research Board, National Research Council, Washington, D. C.

H. P. STELLWAGEN, National Bureau of Casualty and Surety Underwriters, New York City.

ELMER T. STEVENS, General Manager, Chas. A. Stevens & Bros., Chicago, Ill.

GEORGE W. STEVENS, Secretary, Erie Motor Club, Erie, Pa.

I. STEVENSON, Education Division, National Safety Council, New York City.

W. M. STEUART, Director, Bureau of the Census, Washington, D. C.

ETHELBERT STEWART, U. S. Commissioner of Labor Statistics, Department of Labor, Washington, D. C.

GEORGE H. STICKNEY, Illuminating Engineer, Edison Lamp Works, General Electric Company, Harrison, N. J.

C. W. STROCKS, Editor, *Bus Transportation*, New York City.

ROBBINS STORCKEL, State Commissioner of Motor Vehicles, Hartford, Conn.

T. L. STOKES, Monongahela Railway Co. of Pittsburgh, Brownsville, Pa.

FRANK T. STONE, President, National Association of Retail Druggists, Washington, D. C.

TODD STOOPS, Secretary-Manager, Hoosier Motor Club, Indianapolis, Ind.

LUCIUS S. STORRS, Managing Director, American Electric Railway Association, New York City.

GEORGE STOWE, President, Auto Merchants Association, New York City.

G. M. STRATTON, Chairman, Division of Anthropology and Psychology, National Research Council, Washington, D. C.

MOSES STRAUSS, Chairman, Safety Committee, Cincinnati Automobile Club, Cincinnati, Ohio.

PAUL FREDERICK STRICKER, National Safety Council, Chicago, Ill.

R. L. STRINGFELLOW, Commissioner of Public Safety, Shreveport, La.

FRANK E. STROUSE, Special Representative, Pennsylvania Railroad Co., Chicago, Ill.

EUGENE STUART, Louisville Automobile Club, Louisville, Ky.

BAYARD M. SULLIVAN, Department of Public Safety, Camden, N. J.

LESLIE G. SUMNER, State Highway Department, Hartford, Conn.

F. N. SUPPLEE, Tabor Manufacturing Co., Philadelphia, Pa.

DOMINICK MCD. SUSI, U. S. Flag Signal Co., Boston, Mass.

HERBERT S. SWAN, Consultant, New York City.

F. L. SWETLAND, General Manager, The Sweetland Co., Cleveland, Ohio.

## T

JAMES E. TATEM, Chief of Police, Camden, N. J.

H. G. TAYLOR, Past President, National Association of Railway and Utility Commissioners, Lincoln, Nebr.

IRVING H. TAYLOR, Department of Commerce, Washington, D. C.

W. L. TAYLOR, Federal Surety Co., Davenport, Iowa.

MARION L. TELFORD, National Safety Council, Chicago, Ill.

A. R. THACKERAY, Greater New Bedford Auto Club, Division of Board of Commerce, New Bedford, Mass.

S. T. THAYER, Thayer & Co., Worcester, Mass.

ARTHUR A. THOMAS, Chairman, Joint Commission on Ordinances, City Council, Providence, R. I.

R. E. THOMAS, Marietta Chamber of Commerce, Marietta, Ohio.

JAY E. THOMPSON, Toledo Safety Council, Toledo, Ohio.

W. S. THURSTIN, JR., President, Ohio State Automobile Association, Toledo, Ohio.

MILTON TIBBETTS, Packard Automobile Co., Detroit, Mich.

C. J. TILDEN, Professor of Engineering Mechanics, Yale University, New Haven, Conn.

JOHN C. TOBIN, Chairman, Board of Education, St. Louis, Mo.

CHARLES P. TOLMAN, Consulting Engineer, New York City.

FRANK J. TOMZAK, Chicago, Ill.

M. W. TORKELOSON, Engineer Secretary, Wisconsin Highway Commission, Madison, Wis.

O. B. TOWNE, Commissioner, Asbestos Brake Lining Association, New York City.

W. J. TOWNE, American Railway Association, Chicago, Ill.

HARVEY M. TOY, Chairman, State Board of Highway Commissioners, San Francisco, Calif.

J. C. TRACY, Yale University, New Haven, Conn.

E. A. TRAVIS, Marmon Motor Car Co., New York City.

EDWARD W. TREE, Editor, *Good Roads*, New York City.

F. J. TROLL, The Black & Decker Manufacturing Co., Baltimore, Md.

JOHN H. TRUETT, Baltimore Safety Council, Baltimore, Md.

H. G. TULLEY, Philadelphia, Pa.

D. L. TURNER, Consulting Engineer, State Transit Commission, New York City.

ARTHUR S. TUTTLE, Chief Engineer, Board of Estimate and Apportionment, New York City.

MRS. ALFRED C. TYLER, President, Chicago Women's Club, Chicago, Ill.

## U

CHARLES M. UPHAM, Secretary, American Association of State Highway Officials, Raleigh, N. C.

JACK UNDERWOOD, Automobile Club of Seattle  
Seattle, Washington.

## V

DAVID VAN SCHAACK, Director, Bureau of Inspection and Accident Prevention, Aetna Life Insurance Company, Hartford, Conn.  
L. J. VAN SCHOICK, Detroit Automobile Club, Detroit, Mich.  
GIRARD C. VARNUM, St. Louis Safety Council, St. Louis, Mo.

S. N. VAUGHN, Secretary, Chamber of Commerce, Mansfield, Ohio.  
LAWRENCE VEBLER, Secretary, National Housing Association, New York City.  
E. W. VIETS, Manager, Flint Safety Council, Flint, Mich.  
CHARLES J. VOGEL, Automobile Club of Springfield, Springfield, Mass.

## W

ROGER J. WADE, Crouse-Hinds Co., Philadelphia, Pa.  
SIDNEY D. WALDON, President, Rapid Transit Commission, Detroit, Mich.  
MRS. THACKER V. WALKER, Washington, D. C.  
W. O. WALL, Georgia & Florida Railway, Augusta, Ga.  
ROLAND S. WALLIS, Iowa State College, Ames, Iowa.  
GEORGE A. WALTERS, Sheriff of Wayne County, Detroit, Mich.  
CHARLES A. WARD, Ward Motor Vehicle Co., Mt. Vernon, N. Y.  
A. T. WARNER, Public Service Company, Newark, N. J.  
MRS. ARTHUR V. WATKINS, National Congress of Parents and Teachers, Washington, D. C.  
S. G. WATKINS, Boston & Maine Railroad, Boston, Mass.  
H. M. WEBBER, National Safety Council, Chicago, Ill.  
R. L. WELCH, American Petroleum Institute, New York City.  
IVAN C. WELD, Chestnut Farms Dairies, Washington, D. C.  
G. R. WELLINGTON, Rhode Island Board of Public Roads, Providence, R. I.  
FRED J. WELLS, Pierce Arrow Motor Car Company, Buffalo, N. Y.  
EDWIN F. WENDT, Consulting Engineer, Washington, D. C.  
HAROLD E. WEST, Chairman, Maryland Public Service Commission, Baltimore, Md.  
C. C. WESTRATER, Martinsburg, W. Va.  
EMIL C. WETTER, Chicago, Ill.  
BERT N. WHEELER, Commissioner of Public Safety, Duluth, Minn.  
FRED R. WHITE, Chief Engineer, Iowa State Highway Commission, Ames, Iowa.  
HAROLD F. WHITE, Chicago, Ill.  
J. D. WHITE, Superintendent of Safety, Illinois Central Railroad, Chicago, Ill.  
A. W. WHITNEY, Associate General Manager and Actuary, National Bureau of Casualty & Surety Underwriters, New York City.  
F. WHITMORE, Superintendent of Safety, N. C. & St. L. Railroad, Nashville, Tenn.  
ROBERT WHITTEN, Consultant, Cleveland, Ohio.  
F. C. WIGHT, Editor, *Engineer News Record*, New York City.

COL. W. J. WILGUS, Consulting Engineer, New York City.  
MRS. HARVEY WILEY, Washington, D. C.  
JOHN G. WILLIAMS, Chicago, Ill.  
NATHAN B. WILLIAMS, National Association of Manufacturers, Washington, D. C.  
SIDNEY J. WILLIAMS, Director, Public Safety Division, National Safety Council, Chicago, Ill.  
E. E. WILLS, Washington, D. C.  
BRYAN WILSON, Ohio State Automobile Association, Toledo, Ohio.  
EVERITT C. WILSON, Saunders Drive-It-Yourself Co., Kansas City, Mo.  
JAMES C. WILSON, Lumbermen's Mutual Casualty Co., Boston, Mass.  
W. L. WILT, Chicago, Ill.  
WILLIAM A. W. WILTBERGER, Chief of Police, Evanston, Ill.  
R. G. WINANS, General Engineering & Management Corporation, New York City.  
HON. JOHN G. WINANT, Governor of New Hampshire, Concord, N. H.  
CHARLES T. WINEGAR, Dodge Brothers, Inc., Detroit, Mich.  
AGNES WINN, National Education Association, Washington, D. C.  
OSCAR WOLFF, Coroner of Cook County, Chicago, Ill.  
MATTHEW WOLL, American Federation of Labor, Chicago, Ill.  
EARL M. WOOD, Northern Pacific Railroad Co., Linton, N. D.  
HARLAN WOOD, American Legion, Washington, D. C.  
H. E. WOOD, Illinois Commerce Commission, Springfield, Ill.  
S. K. WOOD, Denver, Colo.  
R. M. WOODBURY, Institute of Economics, Washington, D. C.  
H. F. WOODING, Montclair, N. J.  
E. R. WOODSON, Railway Accounting Officers' Association, Washington, D. C.  
R. S. WOODWORTH, Columbia University, New York City.  
F. H. WORSTALL, Steubenville Automobile Club, Steubenville, Ohio.  
EDWIN WORTHAM, Richmond, Va.  
R. F. WORSTNER, Chief of Police, Dayton Automobile Club, Dayton, Ohio.  
J. F. H. WYSE, General Manager, Canadian National Safety League, Toronto, Canada.

## Y

WILLIAM YEAGER, Brooklyn Edison Co., Inc., Brooklyn, N. Y.  
GEORGE B. YOUNG, President, National Conference of Commissioners on Uniform State Laws, Montpelier, Vt.  
GERTRUDE YOUNG, National Educational Association, Washington, D. C.

HAROLD R. YOUNG, National Retail Dry Goods Association, Washington, D. C.  
JOHN L. YOUNG, Cleveland Automobile Club, Cleveland, Ohio.  
WILLIAM P. YOUNG, National Automobile Underwriters' Conference, New York City.

## Z

HON. FRED ZIMMERMAN, Secretary of State,  
Madison, Wis.