

ANOTHER TALLY FOR 33rd



State and 33rd streets shook hands in grim satisfaction Saturday, April 11, as they added another accident to the list of smashups occurring through their cooperative efforts. Their only regret was that though blood was spilled, the victim may yet recover. Ironical fate added the touch of satirical drama by selecting as the participants, one double trailer gasoline truck, and one truck belonging to the Illinois Casket company.

Occurring in the late afternoon, the wreck rapidly brought crowds of bystanders. The casket truck had attempted a desperate dash across the heavy State street traffic from west 33rd street. An oil truck moving in high gear with two loaded trailers of gasoline behind it foiled the attempt and cut the casket truck squarely in half. The cab wound up between the oil truck cab and a convenient telephone pole. Its frame sneaked under the oil truck and left the box, with an ominous casket inside, by itself in front of the oil truck. The pictures which are on this page describe the scene much more vividly than words. It is sufficient to point out that only a miracle saved the driver of the casket truck.

A radio flash of the accident brought your reporter with cameraman Ed Collender rushing over from Michigan avenue. We noted the maze of traffic which passed by the accident. Streetcars, trucks, passenger cars, delivery wagons and assorted other vehicles came in an amazing number. Their flow was constant past the accident. Firewagons dispersed the danger of an explosion by wetting down the vicinity of the crash.

TECH NEWS ADVOCATES STOPLIGHTS

TECHNOLOGY NEWS recognized the danger involved in crossing State street at 33rd early this year. An editorial stand was taken at that time. "We must have stoplights" was the battlecry of the editorial campaign which followed. A picture of a fake accident occurring to an Armour student was published with a cryptic editorial. All this brought no results.

Students on the Armour campus recognize the danger. All those who are pedestrians have stood quaking with fear, time after time, as two streetcars bore down on them. Behind them vehicles cut off retreat, before them a truck roared by. Fortunately no lives have been lost, but the many "mights" will become "were's" some day.

Day students, night students, ESMDT students, professors and secretaries stream across the intersection daily. At Wentworth avenue, which used to be another tricky intersection, a stop sign has been set up. On State, nothing has been done to alleviate the situation. TECHNOLOGY NEWS is devoting this page to the promotion of a stoplight at the intersection. This editorial stand, we feel, is backed by every student at Illinois Tech.



STUDENT INTERVIEWS

Merle Dargel: I certainly think the crossing is a very dangerous one. The installation of a stoplight would, in my opinion, solve the problem. It could be synchronized easily with the stoplights at 31st and 35th streets.

Paul Dalenberg: Nobody's kidding when they speak of the "adventure of crossing State street." I saw just last week one of those near things. A car made a desperate dash across State on 33rd street. The coast seemed to be reasonably clear, except for a streetcar stopping at 33rd, but just as the car got halfway across another auto came tearing out from behind the streetcar. Vigorous application of brakes, clever turning by the driver, and a lot of luck stopped those two cars exactly parallel and not four inches apart. Boy, was that a close one!

Bob Bechtolt: I drive my car to school every day, and that State street crossing is the thing I dread most in the trip. It's an experience to live through once, but I don't like to have to make that crossing day after day as it is now.

Paul Streit: One of the big factors in causing a lot of these accidents is that a car going east on 33rd street can't see a car going north on State if a streetcar is in the vicinity. Anybody driving might think the doggone street was safe to cross while the streetcar

stops, and then run into a car hidden by the streetcar. Also during the baseball season the intersection is a maze of traffic before and after games.

Gerald Stebbins: Yes, I think a stoplight should be installed at the intersection. I'd like to see one put up on Wabash and 33rd at the same time.

Earl Mills: Speaking of 33rd street reminds me of the beautiful smashup I saw last fall. A Negro driving east on 33rd street evidently failed to see a car approaching him from the north, and dashed across the intersection. He wasn't quick enough though, and the other car hit him in his rear fender and spun him around. Quick brake work there certainly saved a casualty.

And so the interviews went. Student after student had seen an accident or several accidents. Most of the wrecks seemed due to the blind spots of a driver going east on 33rd street. Nearly every interview brought out the fact that streetcars are definitely a menace to car and pedestrian travel alike. Many commented on the heavy rush period traffic when students are likewise trying to get home. All agreed that a stoplight, if synchronized with the ones at 31st and 35th street, would not slow up traffic and would be a boon to the thousands at Illinois Tech.



ALL MATERIAL ON THIS PAGE WRITTEN BY HARRY ANDERSON. PHOTOS BY EDWARD COLLENDER.

WAKE UP, CHICAGO

Chicago's grimy spectre of death has reached out a bony hand again. Once more the 33rd and State streets intersection was the spot selected. Innumerable accidents have happened at this crossing. Innumerable accidents will occur there in the future if nothing is done.

Those of us who have listened to the rumble of the spectre's wagons as we ventured across State street, have a common purpose. Those of us who have seen some of the dented fenders, smashed cars, and drying blood, have a common resolution. Those of us who experience the daily danger, have a common cause. I think a stoplight should be erected at the crossing. We think a stoplight should be erected at the crossing. Over 5,000 of us demand that the city install a stoplight at the crossing.

To those practical souls who point out that there are already stoplights at 31st and 35th streets, we extend the invitation to make the crossing with us a few times. To those economical souls who suggest that a stoplight costs money to erect and operate, we point out that the danger now to any student here is a hundred times greater than the cost of a dozen stoplights. We engineers make valuable citizens. We engineers pride ourselves upon our logic. What is more logical than the elimination of that danger to Chicago's future citizens?

Chicago's safety record is none too good now. Here's a chance to improve that record. Here's an opportunity to practice the bylaws of safety. Here's a method to protect the lives of thousands at a simple stroke. Here's a demand backed by thousands. We want protection! We want safety! We want fewer accidents! We want a stoplight at the intersection of State and 33rd streets! WAKE UP, CHICAGO!



The above view shows none too clearly, we admit, the relation between the accident and the Armour campus. The background is a living thing five days of the week. Five days of the week those on the campus run the State street gauntlet. It may be years before the Technology Center plan is realized. But when the plan is realized we

will only have a more modern background, we will still have the accidents if nothing is done. Thousands of students enter upon and cross State street. We need stoplights now. We would rather not wait for the Technology Center plan to change the background. We would like to change the foreground now.

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