

Sheriff's Traffic Drive Seeks to Swell Roster Of Mythical 'Club of 11'



The driver of this car did not join the "Club of 11."

Quashes Charges On Beating Victim

Judge Suggests Full Investigation

(Continued From Page One) testimony and what three Times' witnesses reported.

Sheriff James F. Cunningham, who has put men never before assigned to traffic duty on emergency road patrols, said he believed his office had worked out a formula for curbing traffic deaths.

"Increased patrols plus more arrests equal slower traffic."

"Slower traffic, fewer accidents and less serious injuries equal fewer deaths."

Double Duty for Some

To put this formula into motion, sheriff's deputies assigned to serving legal papers in the courthouse during the day have been put on uniform duty at night.

Chief Deputy Knute Dobkins and Chief Jailer Robert Murray have been heading the night patrols along with the sheriff and the trio of officers which has been on weekend patrols since the start of summer traffic.

"We're too undermanned to set up a complete network of road patrols," the sheriff said. "But you'd be surprised at the tremendous psychological value of placing a patrol car here and there and then shifting them."

"When the word gets around the cars are out making arrests, traffic just naturally slows down. There may be accidents just the same, but there's less likelihood of serious injuries."

Peril Spots Listed

Danger zones most frequently under patrol include: both west and east on U. S. 40; 42nd to 70th Sts. on Keystone Ave.; 42nd St. and Allisonville road where four died in one crash last year; Ind. 31 south and Shadeland Ave., a stretch frequented by youthful hot-rod drivers. Sherman Dr. and Bethel Ave. near Beech Grove are also frequently-patrolled spots.

The sheriff's office gives credit for this year's good record to its Groups of 25 business leaders who devote their time to inspecting the county, making notations of safety needs and recommending improvements at monthly meetings.

These committee members, many of whom have years of safety experience in industrial positions, have augmented the understaffed sheriff's office in setting up a more thorough safety program for the county.

Dangerous Day Coming

Two of the usually accident-prone holidays, Memorial Day and July 4, passed without a fatality on the roads this year. Labor Day — another calendar date marked with skull and crossbones on safety calendars — is yet to come, and doubled road patrols are scheduled for that day.

The real goal of the sheriff's office and the deputies who work an eight-hour night after an eight-hour day with no extra pay is a "Club of 29." That's the difference between fatalities to date this year and the entire year of 1949.

To achieve this, they will have to keep the rest of 1950 traffic death-free.

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