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The Problem of Night Driving in Relation to Accident Prevention (Abstract)

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FACTORS IN THE RELIGIOUS DEVELOPMENT
OF 38 COLLEGE STUDENTS (ABSTRACT)

E. E. EMME AND CATHARINE RICH

I. College Situation.

Their study previous to the completion of the autobiography consisted of the following topics:

1. Present status of college and university religion.
2. Childhood and adolescent behavior and interests.

II. Techniques.

1. The religious autobiography followed an outline.
2. A follow-up check list.
3. Interviews for definiteness on certain aspects of individual development.
4. Thurstone and Chave's test on "Attitude Toward the Church" was given.

III. Conclusions.

1. Certain parental, Sunday-School, youth groups, and other factors are valued highly by students for their present religious status.
2. Some students do not support change in attitude toward liberalism as generally assumed.
3. Students of certain religious denominations who maintain their religious faith have not been disturbed by a study of science. Some keep their religion in a special category from science.
4. Few experienced radical conversion.
5. College chapel attendance is considered an adequate substitute for regular Sunday church by some.
6. Little evidence of atheism or agnosticism.

MORNINGSIDE COLLEGE,
SIOUX CITY, IOWA.

THE PROBLEM OF NIGHT DRIVING IN RELATION TO
ACCIDENT PREVENTION (ABSTRACT)

A. R. LAUER

Records have shown that nearly 3,089 grade crossing accidents occurred in the United States in 1938. Of this number 1,450 occurred at night. Equating for volume of traffic and miles of travel, about 65 per cent of train-automobile accidents occur at night. Additional data indicate that the chances of a car driving

into a train at night are about 9 times greater than in daylight. Of the estimated \$3,000,000,000 annual economic loss to the country through automobile accidents it is shown that night driving costs about \$1,200,000,000, although only 25 per cent of the driving is done during this period of the day.

Research techniques are described which have been devised to analyze the physical factors of the luminant and electrical system of the car, as well as the psychological factors involved in seeing under conditions of low illumination.

Results from a series of these studies are summarized in which it is shown that the visibility function is not constant throughout the acuity range although acuity varies with the logarithm of the stimulus. The constants are different for high and low ranges of acuity.

Tables have been constructed to show the degree of illumination at different distances and points on the highway in front of the car and in the field of light. Data are also given on the degree of illumination necessary for a given level of acuity. It is shown that the same laws hold for acuities between 60 per cent and 115 per cent although certain individual differences affect the tolerance of light.

IOWA STATE COLLEGE,
AMES, IOWA.

A NEW TECHNIC FOR MEASURING THE EFFECT OF
PRACTICE UPON INDIVIDUAL DIFFERENCES

(ABSTRACT)

W. A. OWENS, JR.

It was suggested that the analysis of variance lends itself to this problem better than the conventional methods of measuring intercorrelations and standard deviations. An illustrative case was given.

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STANDARDS FOR RESEARCH IN PERSONALITY

(ABSTRACT)

EDWARD RICE AND R. H. SYLVESTER

Vivid word pictures of personalities have ever been portrayed in biographies and character studies. But until the present half cen-