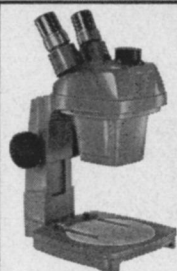


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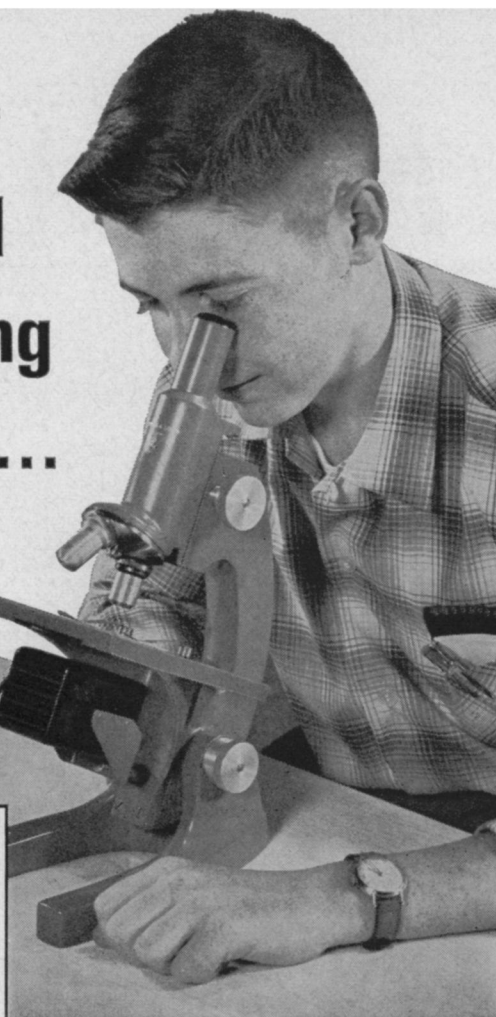
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PUBLIC SAFETY

**Better Auto Interiors
Would Prevent Injuries**

➤ INJURIES in auto collisions can be prevented, even if accidents cannot be avoided.

Dr. Alan Nahum, a University of California at Los Angeles Medical School surgeon, reported on injuries sustained by passengers within the car by collision with the interior, so-called "secondary collisions." He found that 70% of all injuries from auto collisions are of the head and neck.

Many of these injuries would not have occurred if the seat belt design provided restraint of the upper part of the body in addition to the lower torso restraint provided by conventional seat belts.

Injuries often occur even with conventional seat belts because of forward flexion and contact of the head and face with structures in front.

A high percentage of facial injuries occur from jagged edges of laminated glass as the head comes back through the hole it made in the windshield. The laminated glass used in cars today, although not hard enough to be a serious concussion problem, may perhaps require modification to minimize facial injuries.

Dr. Nahum, whose research was sponsored by the U.S. Public Health Service, also found that modification of the interior of present autos to remove dangerous objects and provide more padding would reduce injuries to the head and neck.

Any changes in passenger cars to improve their safety should be based on careful research studies by medical-engineering teams who have carefully considered all the complex factors that cause auto collision injuries.

• Science News Letter, 87:66 January 30, 1965

TECHNOLOGY

**Split-Level Cars Give
Rest to Tired Driver**

➤ SPLIT-LEVEL cars as well as split-level houses are now available.

An "upstairs" sleeper, invented by John Swanberg, Minneapolis, Minn., can be attached to the top of any full-sized sedan to make resting and sleeping while traveling easier and simpler. The all-steel superstructure, known as the "Turnpike Sleeper," will seat three and contains lounge chairs that can be folded down to make two full-length beds. Entrance to the sleeper is through the right rear door.

The unit is mounted on the original car body from which the rear seat, top, deck and rear window have been removed. Station wagon springs are installed to take care of the 350-pound additional weight.

This new combination "gives the performance and economy of a regular sedan with more room and convenience than a station wagon," Mr. Swanberg said. The cost is about \$1,500 above the price of an ordinary sedan.

A push-button system turns on lights, windshield wipers and upstairs speaker hooked up to the car radio.

• Science News Letter, 87:66 January 30, 1965

