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CURRENT SAFETY TOPICS — Volume 26



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44th National Safety Congress

(October 22-26, 1956, Chicago, Ill.)

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NATIONAL SAFETY COUNCIL

425 N. MICHIGAN AVENUE, CHICAGO 11, ILLINOIS

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Safety Supermarket

Each fall, some 12,000 safety experts from all over the U.S. and many foreign countries gather in Chicago to discuss safe attitudes, methods and equipment. It isn't just a gossip session. There's serious thought and talk on how to prevent the tragic accidents—on the job, off the job, in the home, on the streets and highways—which claim about 95,000 lives every year.

Each edition of the Transactions is a handy reference to the up-to-the-minute ideas and experiences of these top men in all fields of accident prevention.

Safety people everywhere have found in the Congress Transactions much useful ammunition to aid them in the war on accidents.

The National Safety Congress Transactions are published in volumes, each covering a phase of the safety picture, along with a General Sessions and Detailed Index to all volumes. The volumes of the 1956 Congress Transactions are listed on the last page of this volume. In preparing these Transactions, the proceedings of the Congress have been condensed and edited for reference purposes. Complete original manuscripts, with any charts or illustrations which were used, are available in National Safety Council files. Views expressed at the Congress or in this record are those of the Congress participants and are not necessarily those of the National Safety Council.

THE TRAFFIC SECTION

This volume is a record of the sessions held at the 1956 National Safety Congress by the Traffic Section. The conduct of these Congress sessions each year is only one of the many cooperative activities which the Traffic Section carries on in behalf of its members, and for the benefit of accident prevention work in public safety generally. The Section gives guidance in the preparation of a great variety of technical and educational material useful in day-to-day safety programs.

The activities of the Section are under the direction of its Executive Committee, the members of which are listed at the close of this volume.

Membership Requirements and Benefits

The organization shall take the following form:

Any interested group or individual may be admitted to membership on request. Since many organizations are restricted from paying dues to other organizations or associations, no dues should be required for membership. Many of these represent organizations of the type desired as active members of the committee and whose contributions are important to civic action for traffic safety.

Benefits to members should include:

1. The advantage, insofar as possible, of the Council's consultation services and field services.
2. Special consideration and arrangements during planning and execution of Congress programs.
3. Eligibility to receive from the National Safety Council a regular newsletter slanted to the primary interests of the committee.
4. Receipts of first-hand information of all available materials in the field.

Advisory Members

To give the committee considerations the advantage of authoritative advice in areas where activities coincide, advisory members shall be appointed annually:

From the Conference of Local Safety Organizations.

From the Public Information Conference.

From the Traffic and Transportation Conference.

From Women's Activities Conference.

From Labor Conference.

Officers

Officers of the Committee on Civic Action for Traffic Safety shall be elected annually and shall consist of:

Chairman

Vice Chairmen

Secretary (from committee membership)
Chairman of the Executive Committee
Chairman of the Nominating Committee
Chairman of the Program Committee

Study and sub-committee chairman (selected as directed and as needed by the committee to conduct its business and activities)

Liaison shall be maintained between staff and the committee by the appointment by the National Safety Council of a staff representative to serve the full committee. This person shall be designated by the Director, Public Safety Education Division, National Safety Council.

The Governing Committee

It is the intent to establish a group empowered to conduct its own business and elect its own officers. Accordingly, the affairs of the full committee shall be governed by an executive committee of about 24 members selected from the full committee membership. Executive committee members could serve three years, eight to be selected each year.

Study and Sub-Committees

Necessary study committees needed to guide and advise the executive committee in its administration of committee business may be appointed by the chairman of the executive committee.

Sub-committees, as the need arises, may be appointed by the chairman of the full committee upon recommendation of the full committee.

Meetings

At least one annual meeting shall be held during each annual National Safety Congress, at which time election of officers shall be held. Other meetings of the full committee or sub-committees shall be held throughout the year as needs and activities dictate.

Open Discussion Groups

Automotive Accident Injury Prevention

Discussion Leader: John O. Moore, Dir., Automotive Crash Injury Research, Cornell U. Medical College.

About 50 persons attended the discussions on techniques available for reduction of automobile-accident injuries.

Questions proposed by the group dealt with the tendency of the public to buy automobiles which had optional equipment designed especially for reducing accident injuries.

Representative of Ford Motor Company said that 7 per cent of their gross sales during the past year had been purchased with optional seat-belt equipment, an indication of public acceptance.

Data was presented by members indicating the frequency of reduction of injuries and fatalities observed in accidents involving 1956-model cars. It was the consensus of the discussion group that no single device offers a complete answer to the accident-injury problem. It was pointed out that the seat belt is the most important device available for controlling injuries in the event of an accident.

Time was spent discussing methods of obtaining acceptance of safety belts by large

fleet organizations as well as by the general public. The translation of injuries into economic-loss figures should be employed in convincing the public of the wisdom of buying devices designed for control of injury in accidents, the group agreed. There has been a gratifying response from the public in many parts of the country with regard to installation and use of seat belts.

The question of the strength of safety belts was discussed. It was agreed that there was a need for data on the limits of human tolerance before belts of high-breaking strength were offered.

A review of the present status of Society of Automotive Engineers recommendation practices was made by members of the SAE Seat-Belt Committee. It was reported that work was presently being done to develop SAE recommendation practice on anchorage of safety belts.

It was reported that there was no effort at the present time to indicate that safety belts have actually produced internal injuries. Consensus of the group was that we are approaching an era where safety devices can be accepted in the reduction of injuries and deaths from traffic accidents.

Problem Drivers—Their Identification and Treatment

Discussion Leader: John C. Kerrick, Mgr., Driver's License Div., Salem, Ore.

Problem Drivers

I will report on the most important and potentially the most far-reaching subject considered by our group, that of dealing with the relationship between a point system and a complete driver-improvement program in approaching the subject of problem drivers.

It is possible that some persons in this room have heard of point systems used in dealing with problem drivers, but who have never heard of driver improvement. If that is true, it can be dangerous and detrimental

to the over-all traffic-safety program. I will tell you why this is true.

Point systems have been so widely publicized during recent years that many persons now regard a point system alone as representing a Driver-Improvement program. This most certainly represents oversimplification of a program which, potentially, is one of the most powerful and effective in the entire traffic-safety field.

A point system can have a definite and important place in a driver-improvement program, but it is of vital importance that this place be recognized and evaluated correctly.