

President Carter Endorses The 55 MPH Speed Limit



At an August 31 meeting at the White House, President Jimmy Carter urged all Americans to comply with the 55 mile per hour speed limit. With the President are Secretary of Transportation Brock Adams, Lt. Gen. Benjamin O. Davis, often referred to as "Mr. 55," and NHTSA Administrator Joan Claybrook.

Photo by James Percy, UNIPHOTO

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President Carter recently asked all Americans to help in the effort to save lives and fuel by obeying the 55 mile per hour speed limit.

During an August 31 meeting in the oval office with Transportation Secretary Adams, the President stressed the need to gain the cooperation of safety officials in gaining compliance with the limit.

"In your meetings with state law enforcement and safety officials, please convey my concern and assure those responsible for the safety of our highways that federal support will be supplied and appropriate federal actions taken to assist them in their programs," the President said.

Highway fatalities dropped 17 percent in 1974, when the speed limit was lowered and was followed by a comparable reduction in 1975. Savings in fuel have also been significant.

"If we all drove within the speed limit we could save more than eight million gallons of gasoline a day," the President pointed out. "That's nearly a third of the reduction in total gasoline consumption I asked for in my energy program."

The President asked Secretary Adams to report within 30 days on the status of speed limit compliance throughout the nation and to recommend to him any additional measures that would save fuel and cut the death rate on our nation's highways.

School Bus Safety: A Lesson in Staying Alive

Mrs. Smith well remembers the morning of that fatal day. She handed Johnny his lunch box, gave him a kiss and reminded him to go to Mrs. Jones' house after school as she had a late afternoon dentist appointment.

He waved and was off. That was the last time she saw him alive.

Johnny remembered his mother's instructions. After school, he jumped off the bus and began to dash across the street to the Jones' house.

It happened in a flash. The bus struck him, and Johnny was killed instantly. About 40 other children met similar fates that year.

In cold, hard statistics, about three-fourths

of the nearly 100 pupils killed in school bus accidents annually are pedestrians. Nearly 40 of these students are struck by their own school buses, while the other third are hit by other vehicles. Less than one-fourth of these pupil fatalities are bus occupants.

According to Dave Soule, pupil transportation specialist in TSP, the vast majority of pupil fatalities occur in the loading and unloading zones and the students are usually 11 years old and younger.

How can these fatalities be prevented? By everyone doing his or her part, Dave says.

Parents should instill in their children the im-

portance of knowing and obeying State and local motor vehicle laws and school regulations. In addition, parents should support their school officials in disciplinary actions.

Children should be sure they understand what the rules and regulations are and ask if they do not. They should also inform their bus driver, teacher and school patrol if there is any change in their daily routine.

Teachers should bring safety into their classrooms. They should clearly instruct their students in proper bus procedures and what to do should an emergency evacuation situation occur.

School officials have the important task of keeping parents and students informed--of bus routes, bus schedules, and any changes in bus procedures. They are also responsible for selecting and training responsible drivers.

School bus drivers should be sure they know all highway and school bus laws and regulations, know their routes and schedules and be able to handle the vehicle they are driving. It is also their responsibility to report unruly pupil behavior and any vehicle malfunction to the proper authorities.

Motorists can help out, too, by being extra cautious when driving in a school zone. They should slow down, look, listen when in the vicinity of a school and never pass

a school bus until they are sure the coast is indeed clear.

Since children in the first few grades of school (ages 4 to 8) are the most likely to be involved in school bus pedestrian accidents, parents are advised to follow these safeguards.

Make sure the child knows his name, address and telephone number before he starts to school. Should he board the wrong bus (which many children at that age do), the bus driver can then help him get home safely.

Instruct the child on how to cross the street. Insure that he knows where the bus stop is, which bus to take, and is at the stop on time.

Some schools use a picture symbol system for young children so that they can readily identify their bus. The symbol, whether a rocket, animal or other object is affixed to the front or side of a bus and a matching one is pinned on the child. Young children, who often find numbers hard to remember or confusing to read (since they are inclined to read them backwards) feel more secure with the symbol system. Teachers like it, too, for it enables them to sort children out in a hurry at the end of the school day.

Symbol decals and other innovative methods aid in reducing the number of pupil transportation deaths and injuries. But for any school bus safety program to be effective, everyone must cooperate and do his part.

School Bus Accident Facts

The following facts were taken from the School Bus Vehicle Safety Report, dated July 1977.

Approximately 185 people are killed in school bus accidents annually. Of these, 98 are pupils, 7 bus drivers and 80 occupants of other vehicles.

About 85 of the pupil fatalities are classified as pedestrians, and the remainder as bus occupants.

More than half of the pupils killed as pedestrians were struck by school buses and the remainder by other vehicles.

School buses are reported as involved in approximately 23,000 accidents during a one-year period. (The most recent estimate by the National Safety Council for reported and unreported accidents is 48,000.)

Most of these are property-damage accidents but some do result in injuries.

There are an estimated 8,500 injuries annually associated with school buses. Of these, 6,100 are to pupils while the remaining 2,400 are to occupants of other vehicles.

Of the 6,100 pupils, only 7 percent are injured as pedestrians while the remaining are injured inside the bus.

The most frequent type of injuries inside the bus are to the head and face. These account for over one-half of the total.

In proportion to the number of vehicles and amount of vehicle travel, the school bus is involved in reported accidents to about the same degree as motor vehicles in the general population. However, when injuries per passenger mile are used as the criterion, school bus transportation is one of the safest available modes of travel, being about seven times safer than the passenger car.

Dieting, Drinking and Driving: A Deadly Combination

Almost everyone at some time or other tries to take off a few pounds, usually through the diet and exercise regimen.

A reasonable diet and exercise formula has the blessing of practically every medical doctor in the country. But problems arise when you add alcohol to the program, and then attempt to drive.

According to a Canadian researcher, a healthy person who has dieted for only a few days can become dangerously drunk after a few drinks. A small amount of alcohol can cause impairment and low blood sugar in the dieter.

Behind the wheel, he is a highway menace, both to himself and others.



Dave Soule, pupil transportation specialist, TSP, shows some of the decals used to help young children readily identify their school bus.

Alcohol and Accidents

If the accident doesn't get you, the alcohol will!

Crash victims who might otherwise survive an automobile accident may die because of alcohol in their blood, according to Dr. William E. DeMuth, Jr., professor of surgery at the Milton S. Hershey Medical Center in Hershey, Pennsylvania.

His theory is based on an experiment conducted on 21 dogs, 12 of which had been given moderate doses of alcohol. The 21 dogs then received the

same type of nonpenetrating injury to the chest. All but one of the "sober" dogs survived the injury, but their "intoxicated" kin did not fare so well. Eleven of the 12 alcohol-fed dogs died within 1-1/2 hours of the injury, five of them within seven minutes.

Autopsies on the alcohol-fed animals showed that their hearts had stopped because of massive electrical and mechanical failure.

Practical Uses For Old Tires

Don't throw away old tires too quickly. The Goodyear Tire and Rubber Company has found 101 practical uses for them.

For example, Goodyear says that discarded tires can be used as filter beds for sewerage waste, as mats for controlling noise and flying debris in blasting areas, and as an ingredient in pavement construction.

One of the most extensive uses of old tires, however, has been in building artificial reefs and breakwaters. Some 100 of these reefs have been built in the last 4 years. One is a floating breakwater built in Lake Erie at Dunkirk, New York. The breakwater is 760 feet long and contains some 7,000 old tires. It is used to shelter the inner harbor of the city from northeast storms that had gone unchecked since the late 1960s when the lake rose 4 feet above a stone breakwater.

Personnel

Welcome Aboard

Carmela Nash, Secretary (DMT), RD, 7-26.

'Bye and Good Luck

Frances K. Pridgen, Clerk-Typist, MVP, 7/22.

Robert L. Schroth, Physical Science Systems Analyst, P&E, 7/22.

Linda Rogers, Staffing Assistant, AD, 7/30.

Stephen Sacks, Safety Standards Engineer, MVP, 7/30.

Linda Taylor, Correspondence Analyst, Exec. Sec., 7/30.

Congrats on Promotion

James Downey, Highway Safety Mgmt. Specialist, Region V, 7/31.

William Filbert, Accountant, Region III, 7/31.

Maxine Gregory, Financial Assistant, AD, 7/31.

Joseph Jeffrey, Program Analyst, TSP, 7/31.

James Usual, Clerk-Typist, AD, 7/31.

graffiti

'Twixt the optimist and
pessimist
The difference is droll:
The optimist sees the
doughnut
But the pessimist sees
the hole.

McLandburgh Wilson
Optimist and Pessimist

Job Openings

For complete details, see the official vacancy announcements. Vacancy announcements are posted on the NHTSA Bulletin Boards at both the Nassif and Transpoint Buildings. They are also distributed to each Office Director.

Supervisory Investigator, GS-1810-15, MVP. Opens: 9-1, Closes: 9-22. NHTSA 77-113.

Safety Defects Engineer, GS-801-9/11, MVP. Opens: 9-1, Closes: 9-22. NHTSA 77-114.

Safety Compliance Engineer, GS-801-13, MVP. Opens: 9-7, Closes: 9-27. NHTSA 77-115.

Mechanical/General Engineer, GS-830/801-5/7, MVP. Opens: 9-7, Closes: 9-27. NHTSA 77-116.

Thought Provoker

The materials are indifferently different, but the use we make of them is not a matter of indifference.

Epictetus
Discourses