

# On The Road With



Rural Passenger Safety Education

Vol. 1 No. 10  
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Texas Agricultural Extension Service  
The Texas A&M University System

Texas State Documents

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## National Child Passenger Safety Week February 13-19, 2000

National Child Passenger Safety Week is an annual campaign designed to remind the public of the need for children to ride in vehicles correctly restrained. Traffic crashes are the leading cause of death to American children of all races. Each year, six out of ten children who die in crashes are unrestrained. Tragically, nearly half of these children would be alive today if only they had been properly restrained. Child safety seats, when correctly used, reduce the risk of death by 69 percent for infants and 47 percent for toddlers. That makes child safety seats one of the most effective safety devices ever developed!

Not all injuries and deaths occur inside a motor vehicle. Sadly, children are victims of pedestrian or bicycle crashes. Bicycle crashes are one of the most frequent causes of injury-related deaths among children. Many bicycle crashes involve head injuries. Wearing a bicycle helmet can greatly reduce the risk of injury. Remember, too, that *Kids Aren't Cargo* – never permit children or adults to ride in the bed of pickup trucks.

Parents, grandparents, relatives and care givers all have the opportunity to establish and model safe behavior for children by remembering to:

- ✓ make sure that children age 12 and under always ride buckled up or in properly installed child safety seats in the back seat.
- ✓ never place a rear-facing child safety seat in the front seat of a motor vehicle equipped with a passenger air bag.
- ✓ teach children the rules for safe walking and biking.

- ✓ insist that children wear properly fitted bicycle helmets on every bicycle trip.
- ✓ have children practice looking both ways, walking, not running, and using crosswalks when crossing the street.



Buckle Up  
for Love!

During Child Passenger Safety Week, consider designating special days in your community to focus on children in the back seat, pedestrian safety, child safety seat checkups, school bus safety, bicycle safety day and plan safety valentines for Valentine Day. Be a part of the Texas solution to make the week special and create a safer community for children. *Save a Life!*

Source: NHTSA, 1999

Educational material available from Rural Passenger Safety Resource Library to support National Child Passenger Safety Week:

**Exhibits:**

- Child Safety Seat
- Child Care Provider

**Interactive Items:**

- Kids Aren't Cargo

**Videos:**

- Securing Our Future*
- Be A Safe Ped*
- Neighborhood Adventures in Bicycle Safety*

**Incentive Items:**

- Bicycle Helmet Stickers
- Rulers
- Pencils
- Buckle Up America Pins

**Posters:**

- Nothing is Safe at 200 mph

Contact your county Extension agent or Myrna Hill at 409-845-1104 to reserve these items.

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## Keep It Moving

by Chief Harry Crum

February 13<sup>th</sup> through the 19<sup>th</sup> is **Child Passenger Safety Week**. During this period, law enforcement throughout the nation will mobilize to enforce child passenger safety laws, and educate the public about the importance of properly restraining children in vehicles.

During a recent law enforcement mobilization this past November, more than 7,000 law enforcement agencies nationwide joined together to enforce occupant protection laws. More than 600 agencies were from Texas. Many of these agencies will again mobilize their efforts during **Child Passenger Safety Week** to get children buckled up, and to save lives. One hundred Texas law enforcement agencies are expected to conduct safety restraint *enforcement waves* this spring and summer.

So why the emphasis on child occupant protection? Here are some staggering statistics that will answer that question.

In 1998, there was a total of 41,471 traffic or vehicle related fatalities in the United States - one every 13 minutes. The 0-14 age group accounted for 2,549 of those traffic related fatalities; 1,772 fatalities of children under age 15 were vehicle occupants.

In the United States, an average of seven children, ages 0-14 years old, were killed and 866 were injured

*every day* in motor vehicle crashes during 1998.

Sadly, it is estimated that only one out of every five children are properly restrained in motor vehicles. Among children under five years old, an estimated 299 lives were saved in 1998 by child restraint use. Among passenger vehicle occupants over four years old, safety belts saved an estimated 11,088 lives in

1998 alone.

Motor vehicle crashes are the leading cause of death for children of every age from five to 14 years old. So the answer to why a nationwide emphasis is placed on proper child safety seat use should be very clear.

Law enforcement agencies will be out increasing enforcement efforts of child passenger safety laws, while safety advocates will continue to turn their efforts to educate the public on the proper use of child safety seats and restraints.

Our children are our future and should be our most valued asset for the next generation. Each of us, regardless of our position in life has an obligation and moral duty to do what we can to protect our children.

Join the thousands who will carry the message loud and clear - ***Buckle Up Those Children!***

**Motor vehicle crashes are the leading cause of death for children of every age from five to 14 years old.**



## National Goals\*

- ✓ Increase safety belt use to 85% by the year 2000\*
- ✓ Reduce child passenger fatalities 15% by the year 2000\*\*
- ✓ Increase safety belt use to 90% by the year 2005\*
- ✓ Reduce child passenger fatalities 25% by the year 2005\*\*

Texas is dedicated to meeting the national goals and is an active partner in Buckle Up America.

\* Baseline data from 68% in 1996

\*\* Reduced to 515 in 2005

## Operation ABC Mobilization for Thanksgiving

Operation ABC Mobilization is proud to report that 7,136 agencies participated in a stepped-up, high visibility enforcement of child passenger safety and safety belt laws the week of Thanksgiving. In order to help generate media coverage, the Campaign released a survey about drivers who don't buckle up children. The study's most significant finding is that three out of four drivers who admit they don't always buckle up kids know that traffic crashes are the leading cause of death to children and that it is the law that children be buckled. The Campaign labeled these people who knowingly shirk their responsibility to children as "deadbeat drivers".

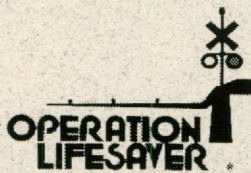
Source: Air Bag & Seat Belt Safety Campaign, 1999

Source: Chief Harry Crum, NHTSA, Region VI, 819 Taylor St., Rm. 8A38, Ft. Worth, TX 76102 or call 817-978-2021. 1999.

## BAD ADS

Advertisers have long projected negative messages about rail

safety. In a recent beer commercial, for instance, a villain ties a young woman to the rails as a train bears down. She is saved when her hero pops open a beer, causing an avalanche that stops the train. In previous years, we've seen TV ads depict a vehicle racing – and beating – a train to the crossing, and cars able to cause an electronic gate at a rail crossing to come down in front of the train, not the car! Magazine ads show carefree models walking on railroad tracks, oblivious to the illegal and dangerous nature of their actions.



The Public Relations Committee of Operation Life Saver Program Development Council is drafting a "Rail Industry-Operation Lifesaver" policy that will not permit advertisers to depict unsafe behavior on or around railroads. Rail companies, organizations, and associations will be encouraged to support and sign-off on the final policy, which was expected in late October. Hopefully, the policy will stop some railroads from allowing advertisers to use their property and equipment for these "bad ads."

If unethical ads are observed, please contact Bebe Allen, State Coordinator, Texas Operation Lifesaver, P.O. Box 149179, Austin, TX 78714, Phone: 512-374-9186, ext. 122, E-mail: txol@io.com.

Source: Bebe Allen, Texas Operation Lifesaver, 1999

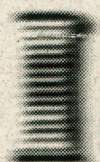
*Industry Salute!*

### NUCOR STEEL PROVIDES SAFE CHRISTMAS PARTY FOR EMPLOYEES

Nucor Steel is a steel mill located at Jewett, Texas. For the past five years, the steel mill shuts down one weekend in December for a Christmas party for all 450 employees. The party is held at the Hilton Hotel, College Station. Nucor reserves close to 400 hotel rooms at the Hilton Hotel, the Quality Inn and the Fairfield Inn to insure that all party participants are provided with a room. According to Jim Darsey, General Manager, "Our employees have earned a fun and **safe** party." Nucor also shuts down December 23 through Christmas for their employees to enjoy Christmas with their families. Congratulations to **NUCOR** for its **safe holiday practices**. Other companies/corporations are encouraged to adopt **NUCOR'S** example of practicing safety on the job and on the highway.



Source: Jim Darsey, General Manager, Nucor Steel, 1999



## Impairment Begins With the First Drink!

The National Highway Traffic Safety Administration (NHTSA) defines a fatal traffic crash as being alcohol-related if either a driver or a nonoccupant (i.e. pedestrian) had a blood alcohol concentration (BAC) of 0.01 grams per deciliter (g/dl) or greater in a police-reported traffic crash. In Texas, persons with a BAC of 0.08 g/dl or greater involved in fatal crashes are considered to be intoxicated. This is the legal limit of intoxication in many states. Thus, differences in reporting alcohol-related fatalities arise due to the deviation in criteria. Based on the NHTSA criteria of 0.01 BAC, Texas continues to lead the nation in both alcohol-related fatalities and the percentage of alcohol-related fatalities as compared to total

traffic fatalities. In 1998, there were 1,792 alcohol-related fatalities. This is 50.1% of total fatalities, which is far above the national average of 38.4%. The percentage is also an increase from the 49.8% in 1997. Texas experienced a 2.5% increase in 1998 in alcohol-related fatalities compared to 1997.

It is easy to see that Texas has a serious impaired driving problem and the NHTSA data demonstrates the extent of the severity. Armed with this information, the impetus to implement new strategies as well as enhancing current efforts takes on a sense of urgency.

Source: NHTSA Region VI, 1999

## What's the Rule in El Paso? Buckle-Up!



In early 1999, a series of traffic fatalities involving unrestrained children in El Paso, Texas, left the border community

asking how future tragedies might be prevented. The \$200 million Paso del Norte Health Foundation responded by creating a public-private partnership with the Trauma Center at Thomason Hospital. While researching the situation, the Foundation learned that the El Paso/Las Cruces McDonald's were kicking off a media campaign using Ronald McDonald to promote safety belt compliance. The Foundation approached McDonald's with a proposal to tie-in with their campaign.

The Trauma Center at Thomason Hospital provides tertiary trauma care and treats the largest number of patients suffering from trauma-related injuries in El Paso County. In addition, 400 babies are delivered each month. Texas studies show a higher percentage of motorists and passengers in El Paso violate safety belt laws, and one of the ways the Trauma Department tries to increase awareness and

compliance is through the Car Seat Loaner Program. The Trauma Department purchases infant and toddler safety seats to loan to parents who qualify by participating in an educational program. The effort depends heavily on funding from both public and private sources and cannot always meet the heavy demand for child safety seats. Thomason Trauma also coordinates many child safety seat inspections throughout the community in an effort to lower the number of improperly installed seats, which are typically 87%.

The Paso Del Norte Health Foundation is based in El Paso and supports superior health prevention and education programs in the region. In 1999, the foundation used \$130,000.00 to purchase additional seats for the Thomason Car Seat Loaner Program and to pay for a media campaign featuring Ronald McDonald urging children to wear their safety belts and parents to properly restrain babies and toddlers. Funds were also used to improve the number of trained volunteer safety

seat inspectors from 2 to 25. The additional inspectors meant 206 inspections could be conducted and 89 car seats replaced during the course of the campaign.

The McDonald's El Paso-Las Cruces Owner-Operator Cooperative joined the effort by creating English and Spanish TV and radio commercials using Ronald McDonald as the campaign spokesperson. They underwrote the first quarter airing of TV and radio spots, while the Foundation paid for media during the summer. In addition, McDonald's hosted sixteen child safety seat inspection clinics from June-September at various McDonald's restaurants. Store managers distributed flyers in food bags prior to scheduled clinics and allowed promotional banners to be placed in front of their stores. They also provided food coupons for parents participating in the clinics and free soft drinks for the inspectors. From June through September, the Ronald McDonald thirty-second "What's the Rule? Buckle-Up!" television commercial aired 1,540 times. Also, 47 thirty-second radio spots were purchased to promote the McDonald's locations where the clinics were being conducted. Local media got involved by covering the campaign as a news story and by matching each paid TV commercial with a free one.

For more information please contact the Paso del Norte Health Foundation at (915) 544-7636 or the Thomason Trauma Department at (915) 521-7984.

Source: Cisa Rivera from the El Paso Del Norte Foundation and Pat Dalbin, Traffic Safety Specialist, Texas Department of Transportation, 1999

### CALLING ALL CERTIFIED TECHNICIANS & INSTRUCTORS

#### MAIL IN YOUR WAIVERS!

The Rural Passenger Safety Project, Texas Agricultural Extension Service in collaboration with the Texas Department of Transportation is developing a database of certified technicians and instructors in Texas. The database is being established to assist with locating certified technicians for checkup events as well as one-on-one help for parents needing assistance installing their child safety seats.

To facilitate setting up this database, a waiver form is included in this newsletter. Please complete it, fold and mail it to the address on the back or fax it to Bev Kellner, Rural Passenger Safety Education, (409) 458-3439. The database will be available through a web site as well as a toll free telephone number. The toll free number is: 1-877-SNUG FIT (1-877-768-4348)

## Cut It Out! ✂

Please complete the Waiver Form for Certified Technicians/Instructors and return to the address on back.

**WAIVER FOR RURAL PASSENGER SAFETY EDUCATION  
CERTIFIED TECHNICIAN/INSTRUCTOR DATABASE**

**What is the Rural Passenger Safety Education Project?**

The Rural Passenger Safety Education Project of the Texas Agricultural Extension Service in collaboration with the Texas Department of Transportation is a comprehensive occupant protection project targeting citizens in rural Texas to increase safety restraint compliance. Therefore, the Rural Passenger Safety Education Project is developing a database and establishing a clearinghouse for certified technicians and instructors in the state of Texas. The clearinghouse will facilitate locating certified technicians for residents of rural communities as well as urban areas.

**What is the specific purpose of this database?**

The purpose of the database is to create a central repository of information on traffic safety contacts around the state. The database is being developed for two reasons: (1) to increase networking and idea sharing among existing traffic safety contacts and (2) to enable Texas Agricultural Extension Service's Rural Passenger Safety Project to share information about traffic safety contacts with individuals and organizations seeking information, such as the location of a certified technician in his/her region.

**How is it going to be made available?**

This database will be available via the World Wide Web. Those without web access may call Rural Passenger Safety Education on a toll-free number access to this information.

**What information is going to be made available?**

Please enter your contact information below as you would like it to appear in the database. If you would like to exclude certain information (i.e. phone number) from being available to the public and/or the Rural Passenger Safety Project, please leave that space blank. Please provide your technician I.D. number for internal use only. Identification numbers will not be made available to the public.

First Name	Middle Initial	Last Name
Title	Organization	
Certified Technician <input type="checkbox"/>	Certification I.D. No.	
Certified Technician/Instructor <input type="checkbox"/>	Certification I.D. No.	
Street Address		
City	State	Zip Code
Phone Number	Fax Number	
Email address		

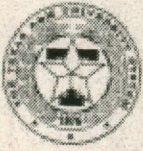
Please read the following carefully and **check off each one that applies.**

- I understand that the information I provide will be listed in a database maintained by Rural Passenger Safety Education, Texas Agricultural Extension Service.
- I authorize Rural Passenger Safety Education, Texas Agricultural Extension Service to list my name, address and telephone number in this database to be shared with other individuals and organizations.
- I authorize my information to be accessible in the Rural Passenger Safety Education Certified Technician/Instructor Database on the World Wide Web.

Signature \_\_\_\_\_

Date \_\_\_\_\_

Return completed form to: Rural Passenger Safety Education, ATTN: Bev Kellner, Texas Agricultural Extension Service, 7607 Eastmark Drive, Suite 105, College Station, TX 77843-2473 or FAX to: (409) 458-3439



Rural Passenger Safety Education  
Texas Agricultural Extension Service  
Texas A&M University System  
7607 Eastmark Drive, Suite 105  
College Station, TX 77843-2473

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Texas Agricultural Extension Service  
Texas A&M University System  
7607 Eastmark Drive, Suite 105  
College Station, TX 77843-2473  
Attn: Bev Kellner

## "KIDS AT RISK, When Safety Belts Are Not Enough"

The following is a summary of the original article that appeared in the November, 1999 issue of Reader's Digest:

The **importance** of using booster seats for the child four years of age and forty to eighty pounds is seriously **under emphasized**. Parents believe that once a child reaches four years of age and forty pounds, the adult safety belt will be adequate protection for the child. Most parents apparently believe that if booster seats are not mandatory, they are unnecessary. That is simply not true, says Fairfax County, Virginia, police officer Bob Wall, a child passenger safety instructor. "There are two laws: the **state law** and the **law of physics**. The state law usually ends with three or four-year-olds. The law of physics lasts a lifetime." Booster seats raise the child so that the vehicle's lap/shoulder belt can fit and work effectively. Without the booster seat, the child may be ejected from the vehicle even though the child is buckled or the child faces the risk of internal injuries because the lap/shoulder belt does not properly fit the small frame of the child. According to the National Highway Traffic Safety Administration (NHTSA), of the 479 children ages five to nine killed in motor vehicles in 1997, 157 were probably too small for safety belts to protect them. NHTSA also estimates that as many as 56,700 children in this age group



were injured, despite wearing safety belts.

Another risk that can often be overlooked are after-market products, which are add-on devices used to adjust the placement of the safety belt on the child. Safety experts warn that using after-market devices, aimed at keeping the shoulder belt from cutting the child's neck or face, may pull the lap portion of the belt into the child's abdomen, creating a high risk for injury. NHTSA has proposed warning labels and setting standards for these products. This may take years to develop.

Passenger cars prior to 1987 were not required to have shoulder belts for rear vehicle seats. Shield-booster seats were designed to solve this problem. The American Academy of Pediatrics and child safety experts **do not** recommend the use of shield-booster seats. A study

by an engineering-consulting firm cites many shield boosters for poor upper-body restraint, dangerous impact to the abdomen and the potential for ejection. Options for older cars include: have shoulder belts retrofitted by a dealership, purchase a specialty product such as an E-Z-ON vest or harness, or place the child in the front seat in a booster, secure him with a lap and shoulder belt, and move the vehicle seat as far back as possible.

Source: Reader's Digest, Hal Karp, Author, November 1999

### Kolcraft Announces Recall



Kolcraft, in conjunction with the Consumer Product Safety Commission and the National Highway Traffic Safety Administration, is recalling three-quarters of a million infant safety seats for repair because of a potentially fatal flaw. When used as an infant carrier, the handle of these seats can unexpectedly change position, causing the seat to rotate and the baby to fall to the ground. At least one infant has suffered a skull fracture, and two have suffered concussions. The Consumer Product Safety Commission reports that 42 infants have been injured as a result of this defect. There have been more than 3,000 reports of handle-related problems with the product.

The company is offering a free repair kit to address the faulty handle. The recall involves Kolcraft infant car seats/carriers with the model names: Infant Rider, Secura, Travel-About, Plus 4, Plus 5, Kolcraft Infant Restraint, Kolcraft Infant Car Seat and Playskool Infant Car Seat. The recalled infant seats were manufactured from January 1, 1993 through June 30, 1999. To receive a free repair kit, consumers may call Kolcraft toll free at 877-776-2609.

Source: Child Passenger Safety Technical ListServe, 1999

*Congratulations!*

### DPS Safety Education Officers Receive Award



The Safety Education Officers of the Department of Public Safety (DPS) received the State Friend of Extension Award on January 11, 2000. The troopers were nominated by the Family Development & Resource Management Department of the Texas Agricultural Extension Service (TAEX) and the award was given by Epsilon Sigma Phi. The award recognizes the extent of collaboration and cooperation between DPS and TAEX. Congratulations on a well deserved award.

# Child Safety Seat Inspections in Texas



## Colorado County

**Neither rain, nor sleet, nor snow could stop this event...**

Amy Erwin, CEA-FCS, Colorado County, planned and supervised a successful child safety seat checkup event at the Wal-Mart Parking lot in Columbus, December 11, 1999. Despite the cold, drizzle and rain, 46 child safety seats were checked. To ensure safety, 29 safety seats were given away. Results of the checkup indicate that 13 seats were deemed unsafe, one seat had been involved in a crash, two seats were on recall, and seven seats had unknown histories. There were three Certified Child Safety Seat Instructors and five Certified Child Safety Seat Technicians present at the event to inspect the child safety seats. Even though the weather was cold and damp, all who participated in the event left on an upbeat, positive note. Congratulations to Amy for her successful event. It is heartening to know that despite adverse weather conditions and the added pressures of Christmas shopping, parents do care very much about the safety of their children.



Beth Warren, DPS Occupant Protection Coordinator, checks the label on a child safety seat to make sure it is not on a recall list.

## ADVANCE to the REAR!

“When can my child ride facing forward in the safety seat?”

This is a common question asked by parents. The best-practice answer is that a child should ride rear-facing until he/she reaches:

- ✓ At least 20 pounds in weight,
- AND**
- ✓ At least 1 year in age.

When the child reaches *both* of these criteria, the parent may consider allowing the child to ride in a forward-facing safety seat. Keep in mind that these criteria are considered minimum standards — the longer a parent can keep a child riding rear-facing, the better.

The American Academy of Pediatrics, National Highway Traffic Safety Administration, Texas Department of Health, National SAFE KIDS Campaign, Texas Agricultural Extension Service, and Texas Department of Transportation endorse this



recommendation.

“Why is rear-facing considered so important for infants?”

Riding rear-facing best protects a child’s head and neck. A

rear-facing position supports the entire head, neck, and back; the seat cradles and moves with the child, reducing stress to the neck and spinal cord during a crash. Physical characteristics of a young child, such as a large head and underdeveloped neck muscles, mean that a young child is physically unequipped to handle the force of a crash if he/she is facing forward. The consequences of riding forward-facing too soon may be tragic.

In numerous child safety seat check-up clinics conducted throughout Texas by certified child passenger safety (CPS) technicians, it is common to find many children incorrectly riding forward-facing, at ages of 8 months, 6 months, or even younger and/or at weights of less than 20 pounds.



Contributing to some of the parent’s confusion regarding this issue is the fact that many child safety seats will not accommodate heavier-weight babies in rear-facing modes. It

is necessary, then, to know about the different types of child safety seats available, and what a parent should look for in correctly selecting and using a child safety seat.

### Infant seats

An infant seat is considered to be good choice for a newborn because it is designed to fit the child’s size well. All infant seats are designed for rear-facing use only. Most infant seats have upper weight limits of 20 to 22 pounds, and many have a length limit as well (any time the top of the child’s head is closer than 1 inch to the top of the infant seat, then the child is too tall for the infant seat). When the child reaches 20 pounds or the length limit, then he/she must be *please see page 10*



## DRIVING IN *TUNE* TO THE WEATHER

Traveling in Texas often involves rapid weather changes, especially during the winter season. In just a few hours, travelers can go from bright sunshine and warm temperatures to darkening skies with ice and cold. The best way to avoid surprises and keep up with these changes is to monitor

**NOAA Weather Radio**, the "Voice of the National Weather Service." But you'll have to take a radio receiver with you from home, because most vehicles still don't have the Weather Radio frequencies built into their radio tuners.

Currently, 33 NOAA Weather Radio stations serve Texas, originating directly from National Weather Service Offices. Each one is on the air 24 hours a day, 7 days a week, covering an area of about 40 miles in all directions. In five minutes or less you can hear the current weather conditions, a summary of the important weather features, a forecast for the next five days, and the location and movements of areas of showers and thunderstorms in your area. These broadcasts are tailored to the weather needs



of people in the receiving area. For example, stations along the Texas coast include tide and water temperature information for boaters and fishermen.

When severe weather threatens, however, the routine weather broadcasts are interrupted and the watches, warnings, statements, and advisories play immediately. In fact, most NOAA Weather Radio receivers have an alarm feature that turns on the radio with a loud signal during watches and warnings. This alerts listeners that critical weather information is being given.

Back at home or in your office, a NOAA Weather Radio with the SAME (Specific Area Message Encoder) feature will let you choose the county or counties your radio will alarm for. By using this feature, alarms will only activate for weather threats in the counties you selected, and you won't be disturbed unnecessarily. This feature is especially important to schools, hospitals, nursing homes and public and private offices.

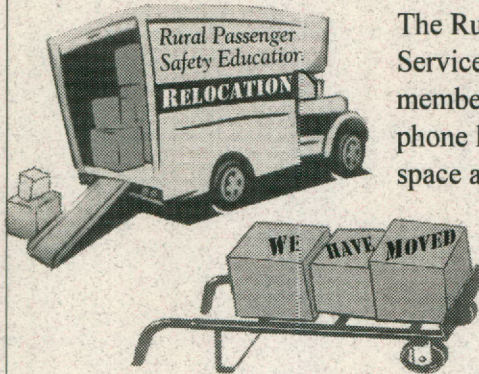
### Listing of Texas Counties Served by NOAA Weather Radio

<u>Transmitter</u>	<u>Call Sign</u>	<u>Frequency</u>	<u>Counties Served</u>
Abilene	WXX-29	162.400	Callahan, Jones, Shackelford, Taylor
Amarillo	WXX-38	162.550	Armstrong, Carson, Hutchinson, Moore, Oldham, Potter, Randall
Austin	WXX-27	162.400	Bastrop, Blanco, Burnet, Caldwell, Hays, Lee, Travis, Williamson
Bay City	WWG-40	162.425	Brazoria, Calhoun, Fort Bend, Jackson, Matagorda, Wharton
Beaumont	WXX-28	162.475	Hardin, Jasper, Jefferson, Newton, Orange
Big Spring	WXX-37	162.475	Borden, Dawson, Glasscock, Howard, Martin, Midland, Mitchell, Scurry
Brownsville	WHB-33	162.550	Cameron, Hidalgo, Willacy
Bryan	WXX-30	162.550	Austin, Brazos, Burleson, Grimes, Leon, Madison, Milam, Robertson, Walker, Washington
Corpus Christi	WHB-41	162.550	Aransas, Bee, Jim Wells, Kleberg, Live Oak, Nueces, Refugio, San Patricio
Dallas	KEC-56	162.400	Collin, Dallas, Denton, Ellis, Hood, Hunt, Johnson, Kaufman, Parker, Palo Pinto, Rockwall, Tarrant, Wise
Del Rio	WXJ-98	162.400	Kinney, Val Verde
El Paso	WXX-25	162.475	El Paso, Hudspeth
Fort Worth	KEC-55	162.550	Collin, Dallas, Denton, Ellis, Hood, Hunt, Johnson, Kaufman, Parker, Palo Pinto, Rockwall, Tarrant, Wise
Galveston	KHB-40	162.550	Brazoria, Chambers, Galveston, Harris
Houston	KGG-68	162.400	Brazoria, Chambers, Fort Bend, Galveston, Harris, Liberty, Montgomery, Waller
Junction	WWG-93	162.475	Kimble, Menard
Kerrville	WWF-90	162.450	Bandera, Gillespie, Kendall, Kerr
La Grange	WWG55	162.500	Austin, Bastrop, Colorado, Fayette, Lee, Washington
Laredo	WXX-26	162.475	Webb, Zapata
Llano	WWF-91	162.425	Blanco, Burnet, Gillespie, Llano, Mason
Lubbock	WXX-79	162.400	Crosby, Floyd, Hale, Hockley, Lamb, Lubbock, Lynn
Lufkin	WXX-23	162.550	Angelina, Houston, Jasper, Nacogdoches, Polk, San Augustine, Trinity, Tyler
Midland	WXX-32	162.400	Andrews, Crane, Ector, Martin, Midland, Upton, Ward, Winkler
Paris	WXX-20	162.550	Delta, Fannin, Franklin, Hopkins, Hunt, Lamar, Red River
Pharr	KHB-33	162.400	Cameron, Hidalgo, Starr, Willacy
San Angelo	WXX-33	162.550	Coke, Concho, Irion, Runnels, Schleicher, Sterling, Tom Green
San Antonio	WXX-67	162.550	Atascosa, Bandera, Bexar, Comal, Guadalupe, Kendall, Medina, Wilson
San Saba	WWG-94	162.525	Brown, Coleman, McCullough, Mills, San Saba
Sherman	WXX-22	162.475	Collin, Cooke, Denton, Fannin, Grayson,
Tyler	WXX-36	162.475	Gregg, Rusk, Smith, Upshur, Wood
Victoria	WXX-34	162.400	Calhoun, DeWitt, Goliad, Jackson, Lavaca, Victoria
Waco	WXX-35	162.475	Bell, Bosque, Coryell, Falls, Hill, Limestone, McLennan, Milam
Wichita Falls	WXX-31	162.475	Archer, Clay, Wichita

Source: Larry Eblen, National Weather Service, Austin/San Antonio 830-606-3617, 1999

There is a new address for ...

## The Rural Passenger Safety Education Project



The Rural Passenger Safety Education Project of the Texas Agricultural Extension Service has moved off-campus to the Eastmark Center in College Station. Team members' phone numbers will remain the same, but there will be one additional general phone line and a new FAX line. Our new location provides the team with needed space and makes it more convenient for clients to stop by the office.

Cut this out for  
future reference ✂

### Rural Passenger Safety Education



Texas Agricultural Extension Service  
The Texas A&M University System

7607 Eastmark Drive, Suite 105  
College Station, TX 77843-2473

Tel. (409) 458-3428 FAX (409) 458-3439

### Advance to the Rear

*continued from page 8*

graduated to a different type of child safety seat: a convertible safety seat. And this is one of the first items of confusion for many parents: *Graduating to a convertible safety seat does not necessarily mean the child can face forward.*

If a child is over the weight limit for the infant seat, then the child should no longer ride in that seat. But if the child is less than 1 year of age, then the child should still ride *rear-facing* in an appropriate convertible child safety seat.

#### Convertible seats

A convertible seat can be used rear-facing, then converted to forward-facing use as the child grows. It is considered best practice to select a convertible child safety seat with a 5-point harness, rather than one with a tray shield or T-shield, especially for rear-facing use.

A second factor that can be confusing to parents: *Not all convertible safety seats will accommodate heavier-weight babies for rear-facing use.*

Most convertible child safety seats will accommodate children in a rear-facing mode from 5 to 20/22 pounds and then can be converted to accommodate children in a forward-facing mode from 20/22 to 40 pounds. Some convertible seats go beyond these limits, however, and will accommodate children in a rear-facing mode from 5 to 30/35 pounds and then forward-facing to 40 pounds. This information can be found in the instructions that come with each seat and printed on the labels attached to the seat.

#### Convertible seats for heavier-weight babies

A parent with a child that is less than 1 year of age, but weighs more than 20/22 pounds should purchase a convertible seat that is designed for rear-facing use to at least 30 pounds. This type of child safety seat has been specifically crash-tested with dummies simulating heavier-weight babies in a rear-facing mode.

The following is a list of new convertible child safety seats that are rated rear-facing up to a maximum of 30 pounds. Further, all Cosco seats listed with a date-of-manufacture of 9-1-99 or later have rear-facing limits to 35 pounds. This list may not be complete, as new seats

continue to be introduced by manufacturers.

**Britax** - Roundabout

**Century** - Bravo, Smart Move

**Cosco** - Alpha Omega, Cosco Olympian  
Cosco Touriva

**Evenflo** - Horizon I&V, Evenflo Conquest  
I & V, Medallion, Secure  
Choice, Town & Country,  
Secure Advantage I & V

#### Air bag warning

Keep in mind that a child in a rear-facing restraint, whether it be an infant seat or convertible seat, should NEVER be placed in the front seat of a vehicle equipped with a passenger air bag. Further, it is recommended that any child age 12 and under should ride properly restrained in the back seat, even if the vehicle does not have a passenger air bag. CPS technicians say that, even if your vehicle does not have air bags, the back seat is proven to be an overall safer location for children. So, for children, the back is where it's at!

Source: Johnny Humphries and Irene Rodriguez, Safe Riders Program, Texas Department of Health, 1999

## Physician's Reference Card



Physicians look over the Physician's Reference Card developed by Bella Dinh-Zarr, Sandra DeLaZerda, and Lindsay Griffin of the Texas Transportation Institute Public Health Initiative. The card has information on child safety seats as well as information about safety belts, air bags, bicycle helmets and pickup truck rules and serves as a reminder for physicians to inform parents of ways to prevent childhood injuries.

Source: Bella Dinh-Zarr, Texas Transportation Institute Public Health Institute, 1999

## Update from Ft. Hood...

**C**ongratulations to the following Ft. Hood Extension agents on successfully completing the NHTSA Child Passenger Safety Technician course in October. The course was sponsored by USAA.

### The New Grads:

- ★ Sharon Jackson-Smith
- ★ Chauna Whitmore
- ★ Vonya Hart

## TIMELY TIPS NEW into the Millennium

### January 2000

- 🕒 1/22/00 Child Safety Seat Checkup Burleson County, 10 am - 2pm contact Carolyn Smith, 409-567-2308
- 🕒 1/25-28/00 NHTSA Child Safety Seat (CSS) Technician Training - Austin, sponsored by USAA, contact Gaylen Tips, 512-324-7740

### February 2000

- 🕒 2/1-2/4/00 NHTSA CSS Technician Training - Wichita Falls, sponsored by USAA, contact Julie Rice, 940-7617841
- 🕒 2/8-2/12/00 NHTSA CSS Technician Training - Corpus Christi, sponsored by USAA, contact Sallie Bullard, 361-961-1167
- 🕒 2/11/00 Child Safety Seat Checkup Wharton County, 2 pm - 6 pm contact Marilyn Sebesta, 409-532-3310
- 🕒 2/13-19/00 Nat'l. Child Passenger Safety Week
- 🕒 2/21-25/00 NHTSA CSS Technician Training Ft. Worth, sponsored by Rural Passenger Safety Education, TAEX, in conjunction with TxDOT, Traffic Safety Specialist, Jackie Carter

### March 2000

- 🕒 3/7-10/00 NHTSA CSS Technician Training - Carrollton, sponsored by USAA, contact Robert Digman, 972-466-3530
- 🕒 3/12-3/14 Lifesavers 18 National Conf. Atlanta, GA
- 🕒 3/25/00 Child Safety Seat Checkup Cass County, 9 am - 1 pm, contact Pam Lincoln, 903-756-5391

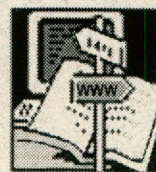
### April 2000

- 🕒 4/1/00 Child Safety Seat Checkup Ft. Hood, contact Chauna Whitmore, 254-288-1431
- 🕒 4/8/00 Child Safety Seat Checkup Lampasas County, 10 am - 2 pm, contact Marilyn May, 512-556-8271, Ext.11

## RESOURCES ON THE WWW

Reviewing helpful web sites:

- 🕒 <http://www.nhtsa.dot.gov/people/injury/childps/>  
National Highway Traffic Safety Administration
- 🕒 <http://cipsafe.org/>  
The Center for Injury Prevention
- 🕒 [http://www.highwaysafety.org/safety\\_facts/safety.htm](http://www.highwaysafety.org/safety_facts/safety.htm)  
Insurance Institute for Highway Safety
- 🕒 <http://www.nsc.org/airbag.htm>  
Air Bag & Seat Belt Safety Campaign
- 🕒 <http://www.safekids.org/>  
National SAFE KIDS Campaign
- 🕒 <http://www.bhsi.org/webcocs/stats.htm>  
Bicycle Helmet Safety Institute
- 🕒 <http://www.aap.org/family/famshop.htm>  
American Academy of Pediatrics Guide to Safety Seats



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Extension programs serve people of all ages regardless of socioeconomic level, race, color, sex, religion, disability, or national origin.



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