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On The Road With...

Summer 2002

Rural Passenger Safety Education

Vol. 2 No. 5



provide education on child safety seats to Cynthia for both her young daughters. Janessa was provided with a new high back booster that raised the child up and allowed the lap/shoulder belt to fit correctly. And little Jaylah, who arrived in a tray shield style convertible that had previously been in a crash, was given a new 5-point convertible CSS. Flora showed Cynthia how to adjust the harness straps so they would fit the baby snugly. She explained how a 5-point harness system would provide more protection in a crash than the 3-point tray shield she had previously used. Mrs. Perez was also taught how to correctly install both CSS and she learned that a CSS should be replaced if involved in a crash.

During the education part of the checkup, the young mother was asked about her own safety belt usage. She said that she really did not worry about buckling up herself, but she always made sure that her children buckled up. Technician Williams was quick to explain that as the parent she should set a good example by always wearing her safety belt.

All over Texas, child passenger safety technicians are making a difference in the lives of young passengers. Rural Passenger Safety Education (RPSE) of Texas Cooperative Extension salutes their child passenger safety technician trainees that have confirmation of lives saved due to the education they have provided to a parent. We also salute the many other RPSE trained technicians who have saved a life even though they may never have confirmation.

Extension Agent in Wharton County Saving Children's Lives

On February 12, 2002, Cynthia Perez along with her two daughters Janessa, age four, and Jaylah, age one, arrived at the Wharton County Extension office. Mrs. Perez had an appointment for a child safety seat (CSS) checkup with child passenger safety technician Flora Williams, who is also an Extension agent with the Cooperative Extension Program of Prairie View A&M University. Mrs. Perez was concerned that her four year old's lap/shoulder belt did not seem to fit the child correctly; she explained that it seemed to "cut" into Janessa's neck. Flora used the opportunity to

A few months later Mrs. Perez arrived at a Wharton County checkup event on May 9, 2002. She had recently been in a vehicle crash in Wharton that had totaled her car and caused her serious injury. A car traveling at an estimated speed of 70 miles per hour slammed into her car causing it to roll over several times. At the time of the crash, Jaylah was properly secured in the center position of the back seat and sustained no injuries from the crash other than burns from the harness straps that protected her. Four year old Janessa was not in the vehicle at the time of the crash. It was the education and new child safety seat provided that day in February that protected Jaylah from serious injury. The grateful mother remembered that her CSS was only meant to sustain one crash. At the event Jaylah's CSS that had saved her life was replaced with a new one. Mrs. Perez is still undergoing therapy from the crash, but is extremely appreciative of the assistance provided by Flora Williams. She is certain that it saved her child's life!

Keep It Moving

by Chief Harry Crum, NHTSA Region 6

In the spring of this year, it was reported that Texas was about to embark upon a new campaign to raise the awareness and importance of wearing safety belts. The new campaign, *Click It or Ticket Texas*, was conducted from May 20 through June 2, 2002. *Click It or Ticket Texas* consisted of intensive enforcement and media coverage during the Memorial Day holiday period. The campaign focus was to increase safety belt usage from the current 76% rate.

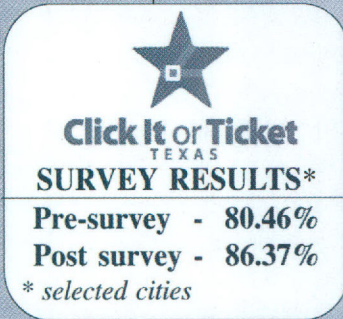
Since *Click It or Ticket* had been so successful in raising safety belt usage rates in other parts of the country, Texas enthusiastically embraced the concept. The Texas Department of Transportation partnered with local law enforcement agencies, Texas Department of Public Safety, Texas Department of Health, Texas Department of Insurance, National Highway Traffic Safety Administration and many other organizations. One hundred and forty-nine law enforcement agencies signed on, committing to participate during the two-week period.

Pre-safety belt surveys in selected cities conducted prior to the May 20th start date showed an overall 80.46%

safety belt usage rate. Results from post surveys conducted after June 2nd in the same cities showed an increase in safety belt usage to 86.37%!

The bottom line is that an enormous amount of effort was invested to save lives and reduce injuries in Texas. Hundreds of law enforcement agencies placed safety belt enforcement high on their list of priorities. A significant amount of paid and earned media informed the motoring public of the campaign and the benefits of buckling up. And it worked, not only in Texas, but also across the nation, which netted similar results during the Memorial Day holiday period.

Similar enforcement campaigns, such as *Operation Blue TALON*, during the Labor Day holiday period in 2001 resulted in a 47% reduction in fatalities, comparing Labor Day 2001 to 2000 in Texas. It is evident that with programs such as *Click It or Ticket Texas* and *Operation Blue TALON* injuries can be prevented, lives can be saved, and millions of dollars in economic costs can be eliminated. Law enforcement has again "risen to the occasion" with their commitment:



Click It or Ticket
TEXAS
SURVEY RESULTS*

Pre-survey	- 80.46%
Post survey	- 86.37%

* selected cities



National Goals*

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

To Protect and To Serve.

I am reminded that while driving one day, I saw a road sign before proceeding onto a highway that said, **"Caution—you are about to enter into the most dangerous place in the world—The American Roadway."** Fortunately, the motoring public has become more and more conscious of the hazards on our roadways.

Source: Chief Harry Crum, NHTSA, Region 6, 819 Taylor St. Rm. 8A38, Ft. Worth, TX 76102, e-mail: harry.crum@nhtsa.dot.gov or call 817-978-2021, 2002.

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Resources Available:

Educational material available from the Rural Passenger Safety Resource Library to support *Back to School Safety*:

Exhibits:

Bicycle Safety

Interactive items:

Question and Answer Board

Fatal Vision Goggles

Posters:

If You Are Under 21...

Fact Sheets:

Bicycle Safety

Kick Scooter Fact Sheet

Pedestrian Safety

School Bus Safety

Videos:

Neighborhood Adventures in Bicycle Safety

Bee A Safe Ped

Do the Buckle

Riding With the Big Green Snake

Contact Dana Runyan at 979-845-1104 for assistance with any resource materials.

Impact from page 1

This was not the first time that child passenger safety training provided by agent Williams has saved a life. In that same month of February 2002, during National Child Passenger Safety Week,



Technician and agent Flora Williams checks the harness straps for a child at a checkup event.

Flora presented education on the importance of wearing safety belts to grades four through six at a local Wharton elementary school. Armed with a PowerPoint presenta-

tion, exhibit boards and even a demonstration air bag, Mrs. Williams brought a convincing case to the students on why they should always wear their safety belts.

A week after that training, Mrs. Williams was informed that a twelve year old student named Chriska, who had been in the audience, was involved in a crash on the way to school. Although her unbuckled brothers and sisters were injured in the crash, Chriska was correctly wearing her lap/shoulder belt and only sustained a safety belt burn.

When Flora Williams trained to be a child passenger safety technician at the RPSE 32 hour training in November 2000 in Brazoria County, she knew she wanted to make a difference to the children in her community. Now she has the living proof of the impact she has made.

EFFORTS OF A LOCAL CHILD SAFETY SEAT INSPECTOR PROTECTS INFANT FROM INJURY

Family Grateful to Chrysler Group Child Passenger Safety Technician for Saving Child's Life

More than 1,200 miles away in Durham, N.C., a baby girl is alive and well because of a child safety seat (CSS) inspection conducted at a Bryan, TX car dealership. While stopped at a red light at an intersection in Raleigh, NC, Jeff Batten's car was suddenly rear-ended by a semi-truck. The enormous impact of the truck sent Batten's car careening through the intersection and into another car. This started a chain reaction of events, which in a matter of seconds led to the collision of five other vehicles and a pedestrian. Despite the chaos around him, Batten had only one concern: his four month old daughter Erin.

Shaken from the impact of the crash and covered in blood from a cut on his head, Batten made his way to the rear passenger side of the car where a crying and scared Erin was safely secured in her CSS. With the help of a passerby, Batten released Erin from her safety seat, which, through the force of the crash, was wedged in by the back seat of the car. With the exception of a scratch on her head,



Technician Walter Bragg educates a parent during a Fit for a Kid checkup.

paramedics found no other injuries on the infant.

"Erin was protected from serious injury in the crash thanks to her child safety seat," said Officer Mike Goodwin of the Durham Police Department who was at the scene of the crash. "It was clear to me at the scene of the crash that the child safety seat was installed by someone who knew exactly what they were doing."

Several months before Erin was born, when the family was living in Texas, her mother, Julie Hicks, visited Fit for a Kid CSS inspector Walter Bragg at Bossier Chrysler-Dodge in Bryan, Texas. The dealership offers the Chrysler Group's

Fit for a Kid service—a free, nationwide CSS inspection service that is open to everyone, regardless of what make or model vehicle they drive. At the dealership, Bragg showed Hicks how to properly install the CSS in her vehicle and how she would buckle the baby in the CSS.

"Words cannot sufficiently express the gratitude that we feel toward the dealership for offering the Fit for a Kid program and to Walt for taking the time to install Erin's seat," said Hicks. "Walt saved our daughter's life."

According to Bragg, "The Batten-Hicks family had much more than luck on their side. Their determination to make sure their newborn baby would be riding safely in her CSS from the very start and having a CSS inspection are what protected Erin from serious injury or even death in the crash."

Walter Bragg received his training at an RPSE 4-Day NHTSA Training in Bryan, TX in August of 2001. He is another example of a technician giving back to his community.

Source: News release, DaimlerChrysler, 2002.

American Academy of Pediatrics Issues New Recommendations



While “one year of age *and* weigh at least 20 pounds” is still the industry standard for keeping an infant riding rear-facing in a child safety seat, the American Academy of Pediatrics (AAP) has now issued a new recommendation. In the AAP’s “Car Safety Seats: A Guide for Families 2002” it states: “When your child is older than one year of age *and* has reached the highest weight or height allowed by the seat for use rear-facing, you may turn the seat forward-facing.” This new recommendation means that some children may ride rear-facing until they weigh up to 35 pounds.

The NHTSA standardized child passenger safety curriculum still states the previous AAP recommendation that a child remain rear-facing until one year of age *and* weigh at least 20 pounds and that children should ride rear-facing as long as possible. This change in wording from the AAP clarifies the old recommendation by defining “should ride rear-facing as long as possible.”

The AAP’s “Car Safety Seats: A Guide for Families 2002” can be found in its entirety at <http://www.aap.org/family/carseatguide.htm>

IMPORTANT UPDATES ON LATCH:

- Some SUVs and vans (model year 2000 and newer) do not have a tether anchor for the center rear seating position, due to a complicated temporary option available through model year 2004 under FMVSS 225. They include the Toyota Sienna, Toyota Highlander, Lexus RX300, Isuzu Trooper and Rodeo Sport, Kia Sedona, and Jeep Grand Cherokee.
- FMVSS 225 specifies that all new passenger vehicles will have lower anchors for the LATCH system installed by September 1, 2002.
- Audi will provide and install tether anchors free in any 1993 through 1999 model year Audi. They will also install lower anchors (LATCH) free for model year 1999-2001 of A4, A6, A8 and S8 and Road Quattros model year 2001 and up.
- Ford Windstar (2002): Tether anchors have been moved to the back of the seat instead of underneath. The new design is easier to use and does not require twisting of the tether strap.

- Ford Explorer and Mercury Mountaineer (2000-01, four-door): The 2000 owner’s manual does not identify the squared O-shaped rings behind the rear seat as tether anchors. The loops have been tested and are the tether anchors. The 2001 model has three tether anchor rings.
- A NHTSA ruling (December 7, 2001) concerning 33,000 2001 model year Pontiac Aztec and Montana, Chevrolet Venture, Oldsmobile Silhouette (U-Vans): almost 20,000 have lower anchor bars that have a larger diameter than called for in FMVSS 225. The rest have a smaller diameter than the standard requires. Variations may mean that some LATCH hardware on CRs would not fit onto bars (particularly the oversized bars). It does not seem to affect current hook-type attachments.
- Volkswagen dealers will install tether anchors on its model year 1993-99 vehicles and will retrofit LATCH anchors on all 1999 and newer Passats at no charge.

Source: Safe Ride News, March/April 2002.

CHILD RESTRAINT SYSTEMS IN SCHOOL BUSES

Each school day there is an increase in pre-school age children riding school buses. Some of the increase is due to school districts stepping up to the challenge of creating innovative ways to help teenage parents continue their education. Some school districts have day care centers at the school campus while other districts have contracts with day care centers. Typically, a school bus will pick up the teenage parent and child (some as young as six weeks old) take the child to the day care center and continue on to the school. Although Texas law does not require the use of child restraint systems on public school buses, best practice is to transport pre-school age children in child restraint systems. Federal law does require Head Start agencies to purchase school buses to transport pre-school children. The law requires a child under 50 pounds to be transported in a child restraint system and to have a bus monitor ride the school bus.



The National Highway Traffic Safety Administration is nearing completion of a program to teach school bus drivers and bus monitors. “Child Passenger Safety in School Buses” is in the final draft and was pilot tested June 8th at the Texas Association for Pupil Transportation conference in Austin, TX. As soon as NHTSA releases the final program, classes will be scheduled across Texas to certify instructors for teaching the eight-hour course. In order for a person to teach this program they must be a certified Child Passenger Safety Technician and complete a four-hour NHTSA update or

see School Bus page 6

CHILD SAFETY ADVOCATES SAVE LIVES AND PROVIDE PEACE OF MIND

Child passenger safety technicians, health and safety educators, law enforcement officers, nurses, and all the many partners involved in child passenger safety have a common goal—to protect children. They know the value of prevention. They know that a child safety seat (CSS) that is used correctly and used each time can save a life or prevent an injury. There are many documented cases of children saved from injuries and death because they were using CSS. This is, in fact, one of the great joys that come from working in this field—knowing that your work has perhaps saved a life or prevented a serious injury. At the same time, child passenger safety advocates provide parents with education and peace of mind.

According to the National Highway Traffic Safety Administration (NHTSA), safety belts reduce the risk of fatal injury by 45 percent and reduce the risk of moderate to critical injury by half. Individual case histories bear out the general statistics.

Restraints used; rollover crash; minor injuries.

Safety belts and CSS prevented serious injuries to Sgt. Joel Pelletier of San Antonio on May 1, 2002, which was coincidentally, the first day of National Buckle Up America month. While traveling with his two sons, three year old Kyle and 19 month old Tony, Sgt. Pelletier lost control of his vehicle and rolled three times before coming to a stop. All were restrained properly in safety belts or CSS and all three passengers survived the crash and walked away with only minor injuries.

Statistics also show that lack of restraint use has serious, dangerous consequences. NHTSA statistics show that 60 percent of those killed in motor vehicle crashes in 2001 were not belted. Sadly, there are case

histories that likewise bear out these unfortunate statistics.

No restraint; T-bone crash; a child fatality.

Lack of restraint contributed to a child fatality in Cedar Park early this spring. A young child was riding unrestrained in the front seat, even though a CSS was present in the back seat of the vehicle. The vehicle was struck from the side and the child was ejected out the passenger window and killed.

When transporting children, there is little room for error because the consequences can be so serious. Consistency must be the by-word of child passenger safety advocates: always buckle up and children must be restrained on every ride.

As stated earlier, technicians who have spent hours training others about the importance of child passenger safety, often traveling long and hard hours to help parents install and use their CSS correctly, can take it to heart that these efforts have saved lives and prevented injuries. But these efforts have also produced another benefit for an even greater number of people. Perhaps it's a benefit that it not often taken into consideration. Child passenger safety programs give peace of mind to thousands of parents. This should not be underestimated as a value.

If 100 parents and children attend a child passenger safety checkup event, it is quite possible that none of them will ever experience a car crash that would test their child restraint system. But practically every parent leaves the event with peace of mind regarding their child's safety. Parents very much appreciate the one-on-one education by a professional on how to best use their CSS. Many technicians have had the experience of having parents actually burst into tears of joy when



they find someone that really helps them with their CSS. They have worried about it, been frustrated with it, and now they know that their child is riding as safely as possible.

Another important point is that the time spent educating parents about child passenger safety can be expected to rub off into other areas. Once a parent understands the importance of correct CSS use and the attention it is given by safety professionals, they are more likely to apply this sense of importance and dedication to detail to home safety, nutrition, and other facets of their child's life.

So, as technicians work in the field of child passenger safety, it should be kept in mind—they are saving some lives, preventing some injuries, and providing peace of mind and a good example to all.

Source: Johnny Humphreys, Child Passenger Safety Training Coordinator Safe Riders Program, Texas Dept of Health, 2002.

STATE FARM
*Introduces new
Web site*

www.traumalink.chop.edu/carseat

State Farm's new interactive Web site, "Car and Booster Seat Safety: Increasing Awareness to Protect Children," includes instructional Web videos and information on installing child safety seats as well as basic child passenger safety tips.

The Web site is non-commercial and for educational purposes only. Organizations are encouraged to link to the site.

Safe Communities Corner



SAFE COMMUNITIES MANAGEMENT PROGRAM

Death and serious injury, as a result of traffic crashes, is a problem that affects every community. More than 40,000 Americans die in traffic crashes every year. For every death, there are 19 persons hospitalized from injuries and 15 times that number end up in hospital emergency rooms. The motor vehicle injury problem costs America over \$150 billion every year, nearly ten percent of which is directly paid by tax dollars. The emotional toll on individuals, families and communities is immeasurable. Safe Communities Management Program addresses issues of traffic deaths and injuries, not just as a program, but as a process for Texas communities. The Texas Safe Community model allows the community to focus on the most pressing traffic problems and develop strategies and programs to reduce those problems.

The task of the Safe Communities Project Coordinator is to assist communities in the process of establishing a coalition, helping to identify community assets and deficits, supporting the community's reporting mechanism, offering leadership in the setting of injury prevention strategies, working with communities to address injury prevention goals, advocating community funding and making presentations in support of state-wide Safe Communities projects.

A Safe Community will form a coalition/task force that is comprehensive and community-based with key stakeholders; law enforcement, public health, medical, injury prevention, education, business, civic and service groups, public works offices, traffic safety advocates and private citizens. These representative will provide program input, direction and involvement in the Safe Community. One of the tools that a newly formed coalition can use is ACTS (Accessing Community Traffic Safety).

ACTS is the cornerstone of the Texas Safe Community Program. ACTS is the first step in problem and solution identification. As a tool, ACTS identifies the community's resources (assets) and safety problems (deficits). Communities who build assets see a corresponding decrease in deficits. Learning the assets

a community has and how assets can be utilized to address traffic safety problems is foremost for a successful coalition.

Safe Communities - Project Management, Texas Cooperative Extension, offers ACTS training and technical assistance from the core community workgroup all the way through to a successful Safe Community. Please contact Terri Miller at: tmiller@ag.tamu.edu or 979-458-0124 to discuss how to get started or how to sustain your Safe Community.



Source: Terri Miller, Project Coordinator, Safe Communities, Texas Cooperative Extension, 2002.

School Buses from page 4

take the full eight-hour course.

It is unknown how many school bus drivers and bus monitors will be required to take this training. But considering that Texas has 1,046 public school districts, operating more than 33,000 school buses, and an estimated 10% of these school buses transport pre-school age children and have a bus monitor riding the school bus, the numbers will be large. As mentioned earlier, Head Start agencies are being required by federal law to transport all pre-school age children in school buses, to use a child restraint system and to have a bus monitor on the school bus. It is probable that 10,000 school bus drivers and bus monitors will need to be trained in child passenger safety on school buses.

Classes for "Child Passenger Safety in School Buses" will be listed on the DPS school bus Web site, <http://www.txdps.state.tx.us/schoolbus/> as soon as NHTSA releases the final course. For more information contact, Charley Kennington at 254-759-7111 or send an e-mail to schoolbus@txdps.state.tx.us.

Source: Charley Kennington, Program Administrator, School Buses, Texas Department of Public Safety, 2002.

KEEP YOUR BABY SAFE

Chances are your little one, like some 90 percent of young children, has been—or will be—riding unsafely in your vehicle at some point. That's because cars and child safety seats (CSS) are an awkward fit at best. And getting them to work together takes a lot more ingenuity than you might think. Just ask the experts. I did, over and over again, when I was training to become a certified child passenger safety (CPS) technician. Here's what several of the nation's top instructors consider key to installing a CSS.

Buy the right seat for your car.

"Some CSS, no matter how highly rated, just aren't compatible with some cars," says Julie Prom, a CPS instructor and consultant in Fredericksburg, VA. For example, the rear center position (the preferred spot for a CSS) of certain vehicles is too narrow for CSS with a wide base. The solution? Visit www.carseat.org, a technician-run site that keeps a list of car and CSS compatibilities. Then try before you buy—and only shop where it's easy to make a return.

Read the manuals. "It sounds obvious, but parents often turn to the CSS manual as a last resort, when it should be the very first thing they do," says Glenn Boonstra, a CPS instructor who works for the Borough Jeep/Chrysler dealership in Wayne, N.J. And don't just skim—read it line-by-line; the instructions could include some not-to-obvious information about your specific CSS that can directly affect your child's safety. Pay equal attention to the CSS section of your vehicle manual, Boonstra says.

Get the right angle. All CSS are designed so when their base is

horizontal to the ground, the seat will hold a child at the angle the manufacturer deems safest. In the rear-facing position, this angle is usually between

Buying a child safety seat is easy, installing one a challenge. Here's how to do it correctly.

30 and 45 degrees. The problem is, most vehicle seats slant down toward the back. Several CSS now come with an adjustable base that can be raised to help compensate for this slant. But many parents still end up sticking something under the CSS base when it's in the rear-facing position in order to make it level. Some CSS manuals recommend using a rolled-up towel, but CPS technicians say that in some cases pool noodles—long, spongy water toys—work better.

When your child is big enough to be seated in a forward-facing position (one year *and* 20 pounds at the absolute minimum, preferably longer), check your CSS manual again for proper installation. *Note: To be safe, do not prop up the CSS with pool noodles or other objects when it is facing forward. And remember, the front passenger seat is the least safe spot to place your baby.*

Know thy safety belts. When you use a vehicle's safety belt to secure a CSS, that safety belt must be prevented from letting out slack. Otherwise, your CSS will end up sliding around the seat of your car no matter what you do.

Not all vehicle safety belt systems operate the same way, so read your vehicle manual. If the car's safety belt system requires the use of a separate locking clip, consider buying a CSS that comes with this feature built in (only Britax currently offers this). It's a more expensive route, but it's easier than using the separate metal locking clip that comes with other CSS.

Make it tight. Now it's time to get the CSS in tight—which means the CSS should move no more than one inch in any direction. First, follow all of the instructions to a "T." When you're sure the CSS is placed correctly, lean hard into the empty seat as you tighten the safety belt. I actually get on top of it and push my back into the top of the car for extra leverage. Be sure to get rid of any slack.

Use that tether. Top tethers now come with every new CSS that can be used in the forward-facing position. It's well worth using the tether when it's time to turn your child around because it adds overall stability to the CSS. "By anchoring the top of a forward-facing CSS to a vehicle's tether anchor, a top tether dramatically reduces how far a child's head can be thrust forward during a collision," explains Sandy Waak, R.N., a member of the Regional Child Passenger Safety Team, a consortium of city departments and child safety advocacy groups in Washington, D.C.

Your vehicle manual will tell you whether your car comes equipped with a tether anchor and, if so, where it is located. If you have an older model, your car dealership should be able to tell you if and where an anchor can be installed. DaimlerChrysler and most Ford and General Motors dealerships retrofit older vehicles free of charge.

Schedule a checkup. Once you've done your best to install your CSS, pay a visit to a certified CPS technician for a once-over. A technician will determine if and how the CSS fits your vehicle and your child, check to make sure that the product has not been recalled, and—most important—show you how

see *Keep Baby Safe* page 9

Armstrong County - Claude, Texas

County Extension Agent Leicia Redwine hosted Armstrong County's first child safety seat checkup event with great success! The event was well received by the community and included the support of many technicians from the panhandle.

The statistics:

■ Total CSS checked	28
■ Children arrived correctly restrained	0
■ Number of recalled seats	1
■ Old and unsafe CSS collected	10
■ Number of CSS distributed	22
■ Children arriving unrestrained	7



Left, Extension agent, Leicia Redwine assists CPS technician, Diana Valdez (left) at the Armstrong County event.



Right, TxDOT Traffic Safety Specialist and technician Tracy Tellman checks a CSS during the event held in Claude.

Wharton County - Wharton, Texas

Response to last January's checkup event in Wharton County was so great that a second event was planned for May 9th. County Extension Agents and technicians Sarah Kelley and Flora Williams along with agent Marilyn Sebesta once again did a great job of pooling community resources in support of child passenger safety. Wharton County residents are riding safer due to their diligence!

Right, Extension agent and technician Sarah Kelley demonstrates to a parent at the Wharton event how a 5-point harness system works.



Left, Extension agent Marilyn Sebesta looks on as Extension agent and technician Flora Williams educates a parent on proper CSS use.



The statistics:

■ Total CSS checked	46
■ Children arrived correctly restrained	1
■ Number of recalled seats	7
■ Old and unsafe CSS collected	24
■ Number of CSS distributed	44
■ Children arriving unrestrained	11

Brazos County - Bryan, Texas

A landmark event was held Saturday, May 18, 2002, when the Texas Department of Public Safety, State Farm Insurance and Rural Passenger Safety Education, Texas Cooperative Extension all came together to co-host a child safety seat checkup event in Bryan. The event was the final in a series being conducted by DPS across the state and coincided with events being sponsored by State Farm nationwide.

The statistics:

■ Total CSS checked	89
■ Children arrived correctly restrained	3
■ Number of recalled seats	0
■ Old and unsafe CSS collected	38
■ Number of CSS distributed	57
■ Children arriving unrestrained	5



Left to right, DPS SES Trooper and technician Eddie Carmon, technician/instructor Beth Warren, Coordinator of Occupant Safety Programs, and DPS Trooper and technician Gerald Bryant, Victoria SES, at the event in Bryan.

Waller County - Brookshire, Texas

Estella Smith, Child Passenger Safety Master Volunteer and technician, raised funds for this second successful Waller County checkup event held on April 9, 2002, in Brookshire. Waller County Extension agent Lynna Wright was on hand to assist along with special guest, District Extension Director Zelda Williams.

The statistics:

■ Total CSS checked	32
■ Children arrived correctly restrained	0
■ Number of recalled seats	0
■ Old and unsafe CSS collected	13
■ Number of CSS distributed	31
■ Children arriving unrestrained	16



Left to right, Waller County Extension agent Lynna Wright, CPS Master Volunteer Estella Smith and District Extension Director Zelda Williams work together at the checkup event in Waller County.

Keep Baby Safe from page 7

to correctly install it by yourself. The NHTSA Web site (www.nhtsa.dot.gov) as well as RPSE (www.buckleup.tamu.edu) maintains a ZIP code directory of institutions and individuals qualified to provide free child passenger safety checkups. You can also contact the following organizations directly: DaimlerChrysler Fit for a Kid, 877-FIT-4-AKID, www.fitforakid.org, National SAFE KIDS Campaign, 800-441-1888,

www.safekids.org, International Chiefs of Police, 1-800-THE-ICAP, or Boost America, 866-BOOST-KID, www.boostamerica.org.

loose, making it possible for your child to be ejected from the CSS.

Put outerwear on top. Dress your child with as little bulk as possible and be sure to drape blankets and anything else over the harness straps. During a collision, everything between the harness straps and the back of the CSS compresses, including the coat and clothing your child is wearing. A harness that seemed tight can become

CHANCES ARE YOUR LITTLE ONE, LIKE SOME 90% OF CHILDREN, HAS BEEN-OR WILL BE-RIDING UNSAFELY IN YOUR VEHICLE.

Source: Reprinted with permission from Peg Rosen from FITPREGNANCY, April/May 2002.

New Technicians Trained

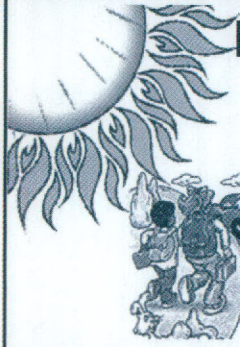
FAIRFIELD TRAINING Ten Agents Trained

When Wendi Green completed the NHTSA 32 hour standardized child passenger safety course in 2000, she knew she wanted to bring this training to her community. Not only did Wendi bring the NHTSA training to Fairfield May 21-24, 2002, but ten county Extension agents were among the participants making this the largest Extension contingent to

attend a training to date. The training, held at the Calvary Baptist Church Family Life Center, also included law enforcement officers, medical personnel and school district employees from the surrounding area. The Center proved to be an ideal location, with plenty of space for participants in the classroom and in the parking lot. Kudos to Wendi and the community of Fairfield for serving as such gracious and welcoming hosts.



Ten Extension agents are certified as new child passenger safety technicians in Fairfield.



BACK-TO-SCHOOL IN HOT WEATHER

For do-it-yourselfers, the most dreaded phrase in any language is “Some Assembly Required.” At Christmas-time, it’s “Batteries Not Included.” For school-age kids (and parents), the end of summer vacation adds yet another one—“Back to School.”

Summer 2002 “officially” began Friday, June 21st. Sometimes Texas summers begin in March or April, and last well into September or October. Late spring, summer and early autumn brings hot weather, an increase in outdoor activities, and an increase in heat-related deaths and illnesses. On average, more Texans die from heat each year than from tornadoes and hurricanes combined.

In recent years, national attention has been focused on heat-related deaths during pre-season football practices. Unless such a catastrophe happens to a well-known athlete of a major college or professional team, it’s not a major news story.

Hardly an August football practice goes by in Texas without someone succumbing to the effects of heat. Sadly, this year will probably be no exception. Since the tragedy usually happens in a small town, little publicity, except in the local newspaper, is generated. But that doesn’t make the needless loss of life any less devastating to the family or community involved.

But there are ways to negate the effects of hot weather. For school administrators and athletic officials, the best advice is “use common sense.” Remember, “when the temperature goes up, slow down.”

Even if you’re not involved in outdoor football practices, and just golfing, jogging, playing tennis, hiking, or simply enjoying Texas’ great outdoors, heed the following safety rules and make your summer outings safer and more enjoyable.

Avoid thermal shock. Go slow for those first few hot days and heed your body’s early warnings. If you feel faint or sick to your stomach, seek help immediately. Heatstroke frequently develops swiftly with little warning. Over half of heatstroke victims become ill less than 24 hours before being hospitalized or found dead.

Don’t get too much sun. Sunburn makes the body’s job

of heat dissipation more difficult. Besides a wide-brimmed hat or cap, sunglasses and proper clothing, a good sun screening agent is recommended, especially for fair-skinned individuals.

Don’t dry out. Drink plenty of non-alcoholic liquids while the hot spell lasts. Doctors recommend a glucose replacement drink for those who are outside for more than an hour or two. If this is not possible, a good substitute is plain water. Remember to drink water often, even if you’re not thirsty. This is especially true for football players, as well as other athletes or physical education classes, practicing in the heat.

Get out of the heat and sun. If possible and convenient, get to a shady, well-ventilated location, or inside an air-conditioned enclosure, frequently while outdoors. Circular or ceiling fans provide adequate air circulation in non-air-conditioned environments.

Beware of high humidity. Perspiration is your body’s natural way of cooling your skin. When the humidity is low, this evaporation actually “cools” your skin. Air movement, such as with a breeze, fan or air conditioner, acts to evaporate perspiration and cool your body. When the humidity is high, this evaporative cooling process is lost, and the danger of heat-related illness or death is greatly increased.

Schedule outdoor school activities in “cooler” hours. Whenever possible, limit August and September practices to early morning or late afternoon/early evening times. Provide shady or cool-down areas for players and students to gather out of the sun. Provide plenty of water for rehydration purposes. Make sure medical assistance is available and on site. Don’t overwork the players or students, particularly starting off. Allow plenty of water and rest breaks. Cooler weather is just a calendar flip away—don’t push it!

To obtain an “Apparent Temperature Chart/Heat Stress Index,” contact the National Weather Service Office nearest you. Or surf <http://www.srh.noaa.gov>, the Web site of the National Weather Service Southern Region.

P.S. Don’t forget your pets or mascots. What applies to humans also applies to animals. They are subject to the same dangers posed by hot weather. Make sure they have a cool, shady, well-ventilated place to rest during the heat of the day, and are provided with a good supply of fresh cool water.

Source: Larry Peabody, National Weather Service, Austin/San Antonio 830-606-3717, 2002.

DPS COMPLETES 11 CHECKUPS 460 Children Checked

Safety Education Troopers from Texas Department of Public Safety completed their eleventh child safety seat checkup on May 18, 2002. The checkups began on February 9, 2002, and were held all over the state.

The checkups were conducted under a grant through the Texas Department of Transportation and were organized by DPS, Coordinator of Occupant Safety Programs, Beth Warren.

The final event on May 18, 2002, was a collaboration between DPS, Rural Passenger Safety Education, Texas Cooperative Extension and State Farm Insurance. The success of the event was evidence of how well such partnerships can work.



DPS technician/instructor Beth Warren checks a child's harness system as technician Corporal Robert White, Garland SES, looks on.

The Statistics:

■ Total CSS checked	460
■ Children arrived correctly restrained	19
■ Old and unsafe CSS collected	152
■ Number of CSS distributed	270



DPS Trooper and technician Greg Sanches, Lufkin SES, goes the extra mile and helps feed the child he has just fitted for a child safety seat.



DPS Trooper and technician Jean Steely, Sherman SES, checks a child safety seat at the Dibol event.

TIMELY TIPS

August 2002

- ⌚ National Immunization Awareness Month

September 2002

- ⌚ Baby Safety Month
- ⌚ 9/7-9/13/02 Stop on Red Week
- ⌚ 9/17-20/02 NHTSA Child Passenger Safety 4-Day Training, Austin, contact Johnny Humphreys, Safe Riders at 800-252-8255
- ⌚ 9/30-10/4/02 Walk a Child to School Week

October 2002

- ⌚ 10/7/02 National Child Health Day
- ⌚ 10/7-10/11/02 Drive Safely Work Week
- ⌚ 10/10/02 Put the Brakes on Fatalities Day
- ⌚ 10/20-10/26/02 National School Bus Safety Week

November 2002

- ⌚ 11/24-11/30/02 Operation ABC Mobilization Week

December 2002

- ⌚ National Drunk and Drugged Driving (3D) Prevention Month
- ⌚ 12/20-12/22/02 Operation Care & National Holiday Lifesavers Weekend



Click It or Ticket
TEXAS

Rural Passenger Safety Education 4-Day NHTSA CPS Training SCHEDULE

November 5-8, 2002 - Monahans
December 10-13, 2002 - Waco
February 11-14, 2003 - Bellville
February 25-28, 2003 - Lufkin

Contact: Myrna Hill at 979-862-4855
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Good-bye • Adios • Au Revoir • Auf wiedersehen • Ciao

This is the farewell edition of the newsletter, *On the Road With...*

Our team would like to thank each of you who so generously contributed an article for each edition over the many years of this publication. Without your talents, what would we have done? To those of you who contributed articles on an "as needed basis" depending on subject matter, without your talents, what would we have done? To those of you

who faithfully read our newsletter and provided positive feedback, without your support, what would we have done? And to those of you who used the articles in your own publications, without your support, what would we have done?

Thank you for your support.

Good-bye • Adios • Au Revoir • Auf wiedersehen • Ciao

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