SAFETY/SENSE

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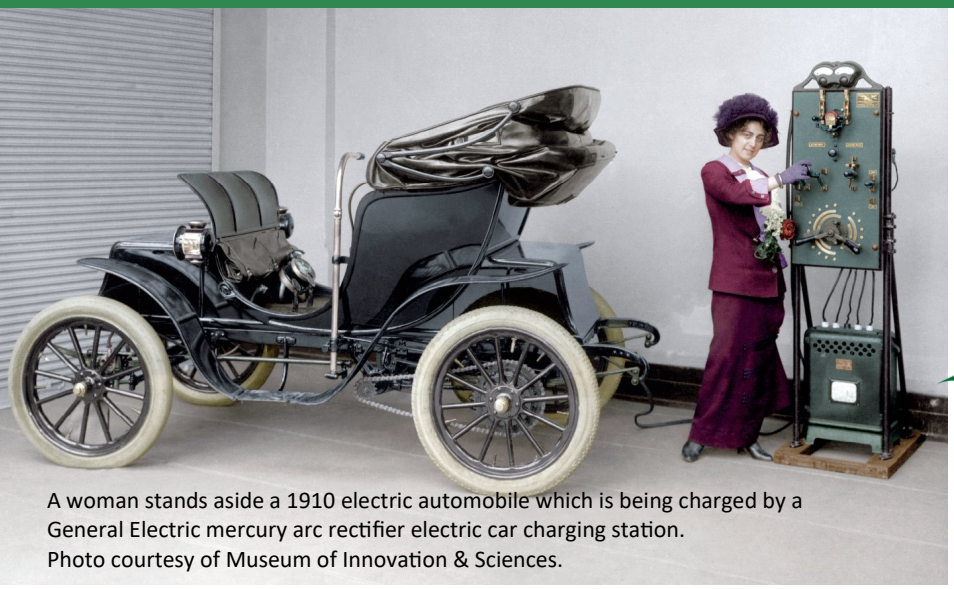

A woman stands aside a 1910 electric automobile which is being charged by a General Electric mercury arc rectifier electric car charging station.
Photo courtesy of Museum of Innovation & Sciences.

It's Electric!

When Charging into the Future Means Visiting the Past.

Pgs. 5-7

Message from Executive Director, Stacey Inglis

SHARING THE ROAD

When I was 10 years old and in the 5th grade at Lincoln Elementary School, I won *Safety of the Year*. My teacher Mr. Windt had suggested me for a Safety. This was a role for responsible students. In the mornings I was entrusted with taking the daily attendance card to the principal's office and returning to class. I took this job very seriously. There was always candy in a bowl in the office and I was allowed to select one. Every morning I promptly returned to the classroom after my attendance report delivery. So perhaps I had earned the trust of my teacher.

I was proud for the additional responsibility of being a Safety. My grades were good and I always did my homework. As a Safety, we left class a little early to get our uniform on and our equipment. We wore a neon belt that went across our waist and shoulders with a metal shield pinned on. We were also armed with a pole that had a red flag at the end. The idea was that the students known as *Walkers* would need to cross the street to go home for lunch and then cross it again when they returned to school. We *Safeties* saw to it that they made it unscathed.

Apparently, in the 1970's, adults thought it a good idea to send 10 year-olds into the street to stop traffic. I guess it was cheaper than having crossing guards return at lunch time. My how times have changed.

For me, back to school meant September. Nowadays, students head back to school in mid-August. That means school buses and new teen drivers are back on the roadways sooner.

School days can also bring congestion: School buses are picking up their passengers, kids on bikes are hurrying to get to school before the bell rings, harried parents are trying to drop their kids off before work. It's never been more important for drivers to slow down and pay attention than when kids are present – especially before and after school. According to research by the

National Safety Council, most of the children who lose their lives in bus-related incidents are 4 to 7 years old, and they're walking. They are hit by the bus, or by a motorist illegally passing a stopped bus.

So share the road this back-to-school year. Be patient. Allow the children to safely cross to their bus and always stop for the school bus stop sign.

Stacey

SAVE THE DATE

SAFE + SOUND Week

August 15-21, 2022

Safe + Sound Week is a nationwide event held each August that recognizes the successes of workplace health and safety programs and offers information and ideas on how to keep America's workers safe.

According to the U.S. Bureau of Labor Statistics, the rate of worker deaths and reported injuries in the United States has decreased by more than 60 percent in the past four decades since the Occupational Safety and Health (OSHA) Act was passed. However, every year, more than 5,000 workers are killed on the job (a rate of 14 per day), and more than 3.6 million suffer a serious job-related injury or illness.

Serious job-related injuries or illnesses don't just hurt workers and their families, but can hurt business in a variety of ways. Implementing a safety and health program, however, can improve small and medium sized businesses' safety and health performance, save money, and improve competitiveness.

Safety and health programs help businesses:

- Prevent workplace injuries and illnesses
- Improve compliance with laws and regulations
- Reduce costs, including significant reductions in workers' compensation premiums
- Engage workers
- Enhance social responsibility goals
- Increase productivity and enhance overall business operations

To register for our OSHA-10 or OSHA-30 course call (302) 276-0660.

Prevent These Common Mistakes and Ensure a Safe Worksite

How does your construction safety program stack up? Many of the Occupational Safety and Health Administration's (OSHA) most frequent safety violations can occur at construction sites. Avoid these common — and costly — mistakes with a free white paper from J. J. Keller.

Developed by J. J. Keller's safety and compliance experts, this white paper provides an overview of the top 10 most cited OSHA standards of the previous year, along with tips and insights for preventing them in your own workplace.

Topics covered include:

- Fall protection in construction work
- Hazard communication (hazcom)
- Scaffolding
- Training

Download your FREE COPY and keep your work crews safe!

To register for our OSHA-10 or OSHA-30 course call (302) 276-0660.

GLOBAL SUSTAINABILITY INITIATIVES

It's Electric! When Charging Into the Future Means Visiting the Past

To understand the popularity of electric vehicles circa 1900, it is also important to understand the development of the personal vehicle and the other options available. At the turn of the 20th century, the horse was still the primary mode of transportation. But as Americans became more prosperous, they turned to the newly invented motor vehicle -- available in steam, gasoline or electric versions -- to get around.

As electric vehicles came onto the market, so did a new type of vehicle -- the gasoline-powered car -- thanks to improvements to the internal combustion engine in the 1800s. While gasoline cars had promise, they weren't without their faults. They required a lot of manual effort to drive -- changing gears was no easy task and they needed to be started with a hand crank, making them difficult for some to operate. They were also noisy, and their exhaust was extremely unpleasant.

Electric cars didn't have any of the issues associated with steam or gasoline. They were quiet, easy to drive and didn't emit a smelly pollutant like the other cars of the time. Electric cars quickly became popular with urban residents -- especially women. They were perfect for short trips around the city, and poor road conditions outside cities meant few cars of any type could venture farther. As more people gained access to electricity in the 1910s, it became easier to charge electric cars,

Top Photo: Electric auto at home re-charging station. Photo by Cress-Dale Photo Co., 1919 Aug 25. hdl.loc.gov/loc.pnp/cph.3b16781 Right: City Light Superintendent Gordon Vickery with a prototype AMC Gremlin electric car, 1973 FLICKR PHOTO/SEATTLE MUNICIPAL ARCHIVES (CC BY 2.0)/HTTPS://FLIC.KR/P/UYLIHW

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adding to their popularity.

It was Henry Ford's mass-produced Model T that dealt a blow to the electric car. Introduced in 1908, the Model T made gasoline powered cars widely available and affordable. By 1912, the gasoline car cost only $650, while an electric roadster sold for $1,750. That same year, Charles Kettering introduced the electric starter, eliminating the need for the hand crank and giving rise to more gasoline-powered vehicle sales.

By the 1920s, the U.S. had a better system of roads connecting cities, and Americans wanted to get out and explore. With the discovery of Texas crude oil, gas became cheap and readily available for rural Americans, and filling stations began popping up across the country. In comparison, very few Americans outside of cities had electricity at that time. In the end, electric vehicles all but disappeared by 1935.

Over the next 30 years or so, electric vehicles entered a sort of dark ages with little advancement in the technology. Fast forward to the late 1960s and early 1970s. Soaring oil prices and gasoline shortages -- peaking with the 1973 Arab Oil Embargo -- created a growing interest in lowering the U.S.'s dependence on foreign oil and finding homegrown sources of fuel. Congress took note and passed the Electric and Hybrid Vehicle Research, Development, and Demonstration Act of 1976, authorizing the Energy Department to support research and development in electric and hybrid vehicles.

Around this same time, many big and small automakers began exploring options for alternative fuel vehicles, including electric cars. For example, General Motors developed a prototype for an urban electric car that it displayed at the Environmental Protection Agency's First Symposium on Low Pollution Power Systems Development in 1973, and the American Motor Company produced electric delivery jeeps that the United States Postal Service used in a 1975 test program. Electric vehicles during this time had limited performance usually topping at speeds of 45 miles per hour and their typical range was limited to 40 miles before needing to be recharged.

Fast forward again -- this time to the 1990s. In the 20 years since the long gas lines of the 1970s, interest

Electrobat first electric taxi in NYC 1894 by mechanical engineer Henry Morris and chemist Pedro G. Solam

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in electric vehicles had mostly died down. But new federal and state regulations begin to change things. The passage of the 1990 Clean Air Act Amendment and the 1992 Energy Policy Act -- plus new transportation emissions regulations issued by the California Air Resources Board helped create a renewed interest in electric vehicles in the U.S.

During this time, automakers began modifying some of their popular vehicle models into electric vehicles. This meant that electric vehicles now achieved speeds and performance much closer to gasoline-powered vehicles, and many of them had a range of 60 miles.

While all the starts and stops of the electric vehicle industry in the second half of the 20th century helped show the world the promise of the technology, the true revival of the electric vehicle didn't happen until around the start of the 21st century.

Released in Japan in 1997, the Prius became the world's first mass produced hybrid electric vehicle. In 2000, the Prius was released worldwide. Since then, rising gasoline prices and growing concern about carbon pollution have helped make the Prius the best-selling hybrid worldwide during the past decade.

In 2006 Tesla Motors, started producing a luxury electric sports car that could go more than 200 miles on a single charge. In 2010, Tesla received at $465 million loan from the Department of Energy's Loan Programs Office - a loan that Tesla repaid a full nine years early - to establish a manufacturing facility in California. In the short time since then, Tesla has won wide acclaim for its cars and has become the largest auto industry employer in California.

Tesla's success spurred many automakers to accelerate work on their own electric vehicles. In late 2010, the Chevy Volt and the Nissan LEAF were released in the U.S. market. The first commercially available plug-in hybrid, the Volt has a gasoline engine that supplements its electric drive once the battery is depleted, allowing consumers to drive on electric for most trips and gasoline to extend the vehicle's range. Over the next few years, other automakers began rolling out electric vehicles in the U.S.; yet, consumers were still faced with one of the early problems of the electric vehicle; where to charge their vehicles on the go. Through the Recovery Act, the Energy Department invested more than $115 million to help build a nation-wide charging infrastructure, installing more than 18,000 residential, commercial, and public chargers across the country. Automakers and other private businesses also installed their own chargers at key locations in the U.S., bringing today's total of public electric vehicle chargers to more than 8,000 different locations with more than 20,000 charging outlets.

Consumers now have more choices than ever when it comes to buying an electric vehicle. Today, there are plug-in electric and hybrid models from the two-passenger Smart ED to the midsized Ford C-Max Energi to the BMW i3 luxury SUV. As gasoline prices continue to rise and the prices on electric vehicles continue to drop, electric vehicles are gaining in popularity -- with more than 234,000 plug-in electric vehicles and 3.3 million hybrids on the road in the U.S. today.

HISTORY CORNER

SIGNS OF THE TIMES

The arrival of the automobile in the early 1900s started a revolution in travel - and traffic control devices have developed to keep modern day travelers moving ever more safely and efficiently to their destinations. Road signs were the first traffic control devices to direct travelers on their journeys. The evolution of these road signs provides a fascinating insight not only into the evolution of traffic control devices, but also to the pace of economic and social development in our Nation.

The early days of the automobile found intrepid "tourers" out for a drive, only to wind up losing their way because directional signs were either nonexistent or they were broken, unreadable, or knocked down. In fact, as early as 1899, horseless carriage owners in New York City met at the Waldorf-Astoria Hotel for the purpose of forming an automobile club - the predecessor of the American Automobile Association - and part of their function was to place and maintain signs on principal local highways to guide drivers through the area or to specific sites.

Records indicate that in 1905, the Buffalo Automobile Club installed an extensive signpost network in New York State. In 1909, the Automobile Club of California undertook the task of signing the principal highways within a 250-mile radius of San Francisco. These could be actual signs, or perhaps they were colored bands around a utility pole. Similar clubs conducted comparable efforts in local areas around the Nation. Unfortunately, competition for signing certain popular routes was fierce and organizations became increasingly aggressive as to which club would sign which routes. One study noted that for 40 to 50 percent of the more traveled roads, it was common to encounter as many as 11 different signs for one single trail or route.

While automobile clubs were busy developing early road signs, other entities were developing devices to control the flow of traffic.

For example:

1911 First centerline is painted on a Michigan road.

1914 First electric traffic signal is installed in Cleveland.

1915 First STOP sign appears in Detroit.

1918 Wisconsin is the first state to erect official route signs.

1919 First State Safety Council — Delaware Safety Council.

1920 First 3-color traffic signal is installed in Detroit.

TEACH YOUR CHILD TO CALL 911

Children can learn to call 911 from a young age, potentially saving a life by getting help where it's needed quicker. But children, especially little kids, need to be actively taught how to call for help and then retaught periodically for better retention.

TIPS FOR TEACHING CHILDREN TO CALL 911 IN THE CASE OF AN EMERGENCY

Calling 911 might seem straight-forward, but it can be overwhelming for young children in a stressful emergency situation. When teaching children to call for help, be sure to follow these simple steps:

1. Clearly explain what an emergency is and isn't

Tell your child that 911 is a special phone number to call when they need help. Give real examples of an actual emergency, such as during a fire, after a car accident, if a family member is having a medical emergency, or if they feel unsafe where they are (e.g. stranger danger).

Also, give examples of when NOT to call 911, such as when they can't find a toy or when they need help with homework. Emphasize that 911 must never be used for a prank call as this can delay emergency dispatchers and first responders from helping people in a true emergency.

2. Walk through how to use any phones available to your child

It's a good idea to have your child practice using a cell phone versus a landline. If your cell phone has a security lock, use a simple code that's easy for your child to remember. However, many phones have an emergency button that can bypass a locked screen. Consider keeping a visual step-by-step guide by your phone or in a designated area if you don't have a landline.

3. Go over important information

Teach your child what personal information they'll need to provide to the call taker. This includes your home address, first and last names of each family member and the location of the emergency.

You can also create an emergency profile at Smart911 (available in certain areas) that allows emergency dispatchers to see your home address, the layout of your home, existing medical conditions and any other helpful information you choose to provide. This type of service can be particularly beneficial for families with younger children or those with disabilities that might impact their ability to communicate pertinent information under stress.

4. Practice, practice, practice

The best way to practice is to role play with your child to prepare them for different emergency situations. Consider using an app to simulate calling 911 (never make an actual call to 911 when practicing), so children can safely rehearse calling for help and relaying important details. For example, the Kid's Practice 911 Dialer app is available through the Center for Childhood Safety.

For more tips related making an emergency call, check out our blog about best practices for calling 911 for individuals of all ages.

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This article first appeared in the July, 26 ASHI Blog

Back to School

Most high schools in Delaware begin the 2022-2023 school year in August welcoming back students after a long, steamy summer break. There are 6,000 new teen drivers this year in Delaware who are driving to school for the first time. This new found independence is exciting, but it can also be a bit worrisome for concerned parents. If your teenager is driving to school this year, offer the following safety tips to keep your new driver safe on the road.

1. Wear a seat belt at all times.

Teens buckle up far less frequently than adults do. Despite efforts aimed at increasing belt use among teens, observed seat belt use among young adults (16 to 24 years old) is the lowest of any age group. **Click4Life** It could save your life – especially when driving to school. Plus, make sure any and all passengers are buckled in too.

2. Avoid all distractions.

While texting and talking on a cell phone are certainly driving distractions, there are many more to avoid. Eating and drinking, talking to passengers, grooming, finding a radio station, using a navigation system, or watching a video all cause the driver to take eyes off the road. Make sure your new teen driver knows about ALL **driver distractions** and the possible consequences.

3. Get a good night's sleep.

Teenagers are the most sleep-deprived group today. When they're not cramming for an important test, they're completing mounds of homework. Many are also involved in sports or clubs, meaning they're busier than ever and often not getting enough sleep. When inexperienced, fatigued new drivers get behind the wheel, they may forget their newly acquired good driving habits. If you're concerned that your child is burning the candle at both ends, be sure to talk to him or her about being safe on the road when getting from point A to B. If they're overly tired, offer to be the driver. Drowsy driving causes more than 1,500 deaths per year.

4. Watch out for the big yellow bus.

Make sure to talk to your new driver about school buses. Drivers should always yield to school buses when they are merging or turning. It's also important to maintain a significant distance and be prepared to make unexpected stops. Parents will also need to follow these rules of the road.

5. Get in the school zone.

Keep in mind that drivers must slow done in all school and bus zones. If you see a school bus pull to a stop and flash its signals on a road without a median, make sure to come to a complete stop as well. Regardless of the side of the street you're on, brake and watch for students crossing to their homes. Before you start driving again, wait until the bus stops flashing its signals.