



SAFETY/SENSE

The Monthly Newsletter of Delaware **Safety** Council

November 2023 Volume 2 No. 11



Drowsy Driving Prevention Week, November 5-11



Exclusive Member Health Insurance Benefits

Letter From Executive Director — Stacey Inglis

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Dear Members and Friends,

We have expanded our Membership value proposition. We now offer our Members both individual and company healthcare plans that are not available in our market to non-members, yet.

From comprehensive MEC Plans that cover part-time, hourly and seasonal employees to MetLife Dental and Vision plans, we have our company Members and their employees covered.

For those individuals who faithfully return to our driving classes every three years, if they join as a Member they too have access to dental, vision, ACA plans, Pet, Travel insurance and more.

For over a century we have cared about our Member at work, at home and on the road, these new benefits support that mission.

Now is the time for our Members and Friends to spread the word and support our Membership drive.

Stacey

Executive Director/CEO
Delaware Safety Council

Member of:





Developing Delaware: Conversation, Collaboration, Innovation

Delaware State Chamber of Commerce brought together business leaders from around the state to participate in engaging discussions around workforce and economic development. It will be an opportunity to share the good things that are happening, compare Delaware to the successes around the region, hear innovative ideas, and create new business partnerships.

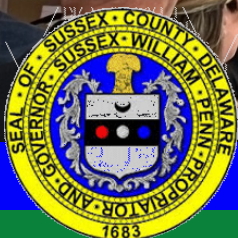
Delaware is small, but diverse. As you travel around our three counties, you discover there is a lot to be learned from the success of our neighbors. We all benefit in the end if we engage in conversation and collaboration to generate job creation. The innovations created from these partnerships will help businesses thrive in Delaware.



County Executive, New Castle—Matt Meyer



County Administrator, Kent County—Ken Decker



County Administrator, Sussex County—Todd F. Lawson



Only \$8.95/year

\$45/4yrs

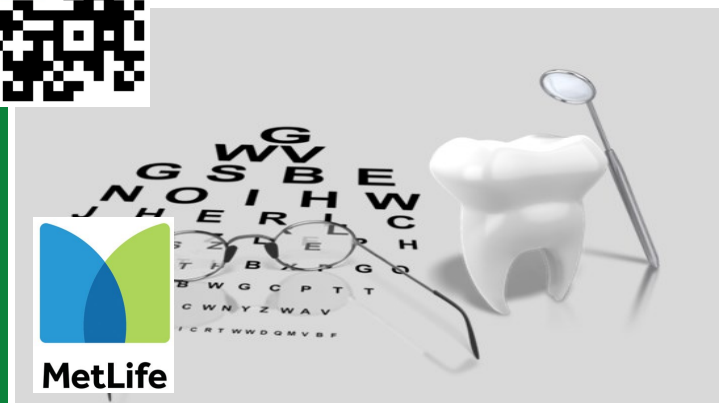
JOIN NOW!

Member Benefits

In Partnership with



Membership Offers Access to Individual & Company Healthcare Plans



MEMBER Spotlight. Some Recent, Some Returning.



DELAWARE STATE
CHAMBER OF COMMERCE



SHELLHORN & HILL, Inc.

PROJECT NEW START



To become a Member Click [HERE!](#)

HISTORY CORNER

Holy Toledo

The 1919 Deadly Strike.

While many people are aware of the notorious Auto-Lite strike and deadly riots of 1934, fewer people seem aware of this earlier Overland strike. Long before the formation of the United Auto Workers and the long and deadly strikes that followed during the 1930's, Toledo was the scene of numerous strikes and several violent labor riots. One of the largest took place at the old Willys Overland plant in the year 1919.

A strike by over 7,000 workers had shut down the Overland motor plant for a number of weeks over the issue of a 48 hour work week. The unions wanted no more than 45 hours. Everyday as the strike lingered, more clashes developed between the strikers and those loyal employees who wanted to go back to work. Outside the plant, hundreds, if not thousands of striking workers, supporters and onlookers would gather to watch the drama unfold.

On June 4th, in a culmination of tensions between the striking workers and the newly hired armed guards at the plant, a series of events between a large crowd of Polish



workers and some of the armed guards, erupted in teargas and gunfire. The guards, many of them recently discharged soldiers reportedly shot into the crowd to keep them at bay.

Dozens of people were wounded and at least two people were killed. The already highly charged situation was only aggravated by the shootings and Mayor Schreiber of Toledo tried to convince Ohio Governor Cox to send in troops "immediately" to quell the situation. Cox, however, refused to send troops. The mayor, himself, fearing that he and his family were in danger, actually moved to a downtown hotel where he was kept under secure guard.

In 1908, John North Willys purchased the Overland Automotive Division of the Standard Wheel Company in Toledo, Ohio. and in 1912 renamed it Willys-Overland Motor Company. From 1912 to 1918, Willys was the second-largest producer of automobiles in the United States after Ford Motor Company. But the company struggled financially during its first two decades in business, including going bankrupt during the Great Depression.

One of the chief reasons for the firm's financial difficulties was the management's refusal to provide a safe working environment. Thousands of Willys Overland workers in Toledo and Elyria, Ohio were at risk of serious health

COURT PROTECTION ORDER EXTENDED

U. S. Court Continues Restraining Order Against Interference

TO RUN INDEFINITELY

Workers Now Secure in Personal Rights as Long as Policing Is Necessary.

EARL RE-STATES TERMS

Employees Still Out Urged To Make Decisions and Act Now

The Willys-Overland Toledo plant is operating under court order backed by promise of ample protection from interference by strikers or strike sympathizers, or disturbers of any character.

Judge John M. Killits of the United States District Court, on Wednesday, made the injunction virtually permanent; that is, the court decreed that the temporary order which expired Thursday is to be continued operative as long as the court deems its operation advisable.

This secures for Willys-Overland employees protection so long as there is the slightest need for safe-guarding their movements in the factory, in their homes, or elsewhere.

Wages are at the new rates that were put into effect, May 1st, averaging a million and a half more per year. The wages are in addition to the 29% raise during the previous year, and in addition to nearly a half million dollars profit distributed among employees, on April 1st.

Vice-president Earl has issued the following statement for The Willys News:

"Our wages are equal to, or higher, than wages of any competing automobile plant. They involve raises for more than 12,200 jobs and reductions for none. It is reasonable to expect that these terms should prove agreeable and attractive to most of our former employees, but it is also reasonable to conclude that for some reason unknown to us, some of our employees may prefer to work elsewhere, regardless of rates. These employees must understand that they have a perfect right to follow their desire in this matter. In fairness to themselves, however, they should make this decision now and act accordingly.

The hours will be the basic 48-hour week adopted by the Council of Labor and Employers in England, by the International Labor Council

(Continued on page 4, column 2)

issues as a result of asbestos exposure. Asbestos exposure in the auto industry has been a longstanding issue, and victims often faced numerous health challenges and legal complexities. Workers commonly went on strike, leaving the company unable to manufacture a product. In 1936, the company, now known as Willys-Overland Motors, Inc., emerged from bankruptcy on a sound financial footing.

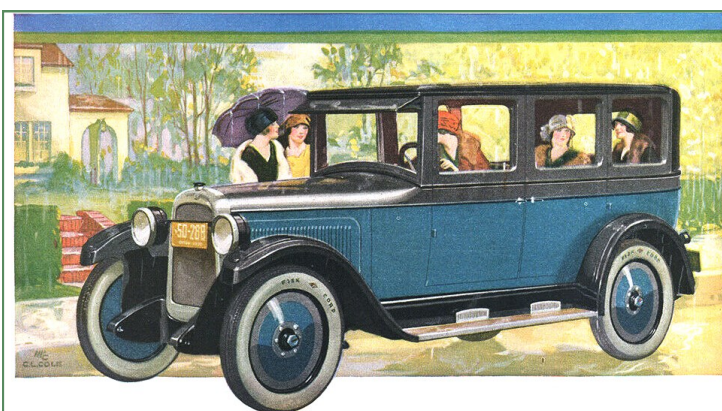
During World War II, Willys-Overland Motors, Inc. became famous for its jeeps. In 1940, the United States Army asked more than 130 automobile companies to submit designs for a lightweight vehicle that was capable of traversing most types of terrain. The companies only had forty-nine days to provide the government with a working prototype.

Only two companies, Willys-Overland Motors, Inc. and the Bantam Car Company submitted designs. Bantam Car Company submitted its design first, and the U.S. Army chose this design. Fortunately for Willys-Overland, the Bantam Car Company faced difficult financial times, and its production facilities were too small to meet the Army's demand. The federal government supplied both the Willys-Overland and the Ford Motor Company with blueprints of Bantam's design. Both Ford and Willys-Overland modified the design. Willys-Overland provided the jeep with a larger engine. Because of Willys-Overland's superior vehicle, the U.S. Army awarded the government contract to the company. Willys-Overland also provided the Ford Motor Company with its specifications, so that the two firms could supply the U.S. Army with ample jeeps. Willys-Overland manufactured roughly 330,000 of the 700,000 jeeps used by the U.S. military between 1941 and 1945.

Willys-Overland remained in operation following World War II. The company produced a jeep, similar to the one used by the armed forces during World War II, for the civilian population. The firm also manufactured other vehicles -- the Willys Jeep Wagon in 1946, the Willys Jeep Truck in 1947, and the Willys Jeepster in 1948, all of which were based on the

company's original jeep. Due to Willys-Overland Motors, Inc.'s large number of sales, Kaiser purchased the company in 1953, renaming the firm Willys Motor Company. The company eventually had production facilities in Brazil, Japan, India, Argentina, and Israel. In 1963, Willys Motor Company became known as Kaiser-Jeep Corporation. In 1965, this new firm ceased production of the various Willys vehicles and in 1970 - American Motors Corporation takes over Kaiser-Jeep.

In 2014, the Willys trademark was acquired by Italian Carrozzeria Viotti, declaration of Emanuele Bomboi (head of design of Viotti). Carrozzeria Viotti together with Fabbrica Italiana Maggiora introduced at the Bologna Motor Show 2014 the Willys AW 380 Berlineta, a concept car inspired by the original Willys Interlagos assembled by Willys in Brazil under license of the French Alpine. Viotti and Maggiora plans to produce the vehicle in limited edition and relaunch the Willys marque.



More women are talking about this Fine Car than any other Car in America

Of course women are talking about this new fine Overland with six cylinders. *Of course* they are drawn into liking and admiring and wanting this remarkable car. For women are by nature the great students of quality, the close judges of value, the shrewdest of buyers—because women are everlastingly making comparisons. *Q* Women were bound to admire the fascinating beauty of the new Overland Six.

And bound to appreciate its fine comfort and luxury. *Q* The power of this car is a joy. You can overtake and pass nine out of ten cars on hills, and likewise on the open road. In traffic the swift getaway of the new Overland Six makes cars around you seem listless and poky. *Q* Great smoothness is engineered into the engine. The wonderfully balanced crankshaft is ingeniously drilled to receive perfect lubrication at all speeds. Friction and wear have been minimized to the vanishing point. That means great endurance. *Q* You need but one look at the new Overland Six to know why it is making such a stir in the hearts of women. It has beauty and style, comfort and luxury, to a degree never before offered at such a low price . . . Willys-Overland, Inc., Toledo, O. Willys-Overland Sales Co. Ltd., Toronto, Can.

The Fine
New OVERLAND
With Six Cylinders

W I L L Y S O V E R L A N D F I N E M O T O R C A R S



Message to Teen Drivers. Make Good Choices.

Buckle-Up - Phone-Down.

Dear Delaware Athletic Directors,

We at the Delaware Safety Council are committed to safe driving. And we need your help. Please talk to your student athletes as a group about the importance of safe driving and making good choices, because as recently proven, their lives depend on it.

Last week, October 15th-21st was *National Teen Driver Safety Week*. The week started with the burial of Delmar High School football player, Carter Figgs – killed in a single vehicle accident the prior weekend. The week ended with three Dover High School football players involved in another single vehicle crash on Sunday afternoon.

A 17-year-old Delmar student who was the driver of the vehicle is now charged with Criminal Negligent Manslaughter by Vehicle, Homicide by Motor Vehicle, Driving Under the Influence of Alcohol, Driving under the Influence of Alcohol Per Se, Driving While Impaired by Alcohol, Reckless Driving, Negligent Driving, Exceeding Maximum Speed Limit, Failure to Drive Right of Center, Failure to Control Speed to Avoid Collision.

Carter and another passenger were both found outside the vehicle by first responders – a strong indication that seat belts were not used, resulting in their ejection. In the crash involving the Dover High School students, the driver was ejected from the vehicle. Buckling up in our vehicles has been a law in Delaware since 1992.

Both crashes involved teen drivers who were *speeding*, lost control of their vehicle, *lack of seatbelts* were present in both situations. If you add *drinking and driving = impaired driving*, *too many teens in a car = cognitively distracted driving*, and finally *speeding*, leads one blatant disregard of everything learned in Driver Education and the Parent Supervised Driving period required under Delaware' Graduated Driver License statutes.

According to the *National Passenger Safety Campaign*, 56% of the deaths of teenage passengers occurred in vehicles driven by another teenager. Graduated Driver's License programs nationwide restrict the number of passengers a teen driver may have in a vehicle. In Delaware a teen driver may have only ONE other passenger in addition to the driver in the vehicle.

In Delaware, the record tying 185 motor vehicle related deaths in 2022 showed that too many drivers and passengers do not *BUCKLE UP - Every Trip - Every Time*. Of the 106 vehicle occupants killed in traffic crashes in 2022, only 62 (58%) were using occupant restraints.

The Delaware State Police Annual Traffic Statistical Report for 2022 notes that only 3 percent of all drivers in Delaware are aged 18 and under, however more than 16% of fatalities on our roadways were minors.



Delaware Safety Council (DSC), established in 1919, has worked for over a century to improve teen driver safety and increase safety awareness. A key part of those efforts has focused on Driver Education and Improvement, Highway Safety and promoting motor vehicle occupant safety.

Michael Wagner, Driver Education Associate with the Delaware Department of Education, and Pete Booker, Founder of the former SmartDrive Foundation focusing on teen driver safety are both on the Board of Directors of Delaware Safety Council. Both Mike Wagner and the Delaware Safety Council are active participants in the Governor's *Teen Driver Task Force* in the Office of Highway Safety. Mike Capriglioni, one of our longtime DSC driving instructors, is a football coach at Salesianum.

DSC

For additional information please contact Delaware Safety Council (302)276-0660, email contact@delawaresafety.org or visit delawaresafety.org.



Save Lives, Promote Safe Teen Driving

**SIGN UP
YOUR
SCHOOL!**



SMARTDRIVE®
a Delaware Safety Council teen driver program
smartdriveusa.org



You *Snooze*, You Lose

The National Highway Traffic Safety Administration estimates that drowsy driving causes at least 100,000 police-reported crashes and kills more than 1,550 Americans each year. It is curious that all states have laws in place to enforce drunken driving but few have laws to cite a driver who has fallen asleep causing an accident.

Only the state of New Jersey explicitly defines drowsy driving as recklessness under a vehicular homicide statute.

Known as “Maggie’s Law,” New Jersey’s

drowsy driving law has served to raise awareness of the consequences of fatigue behind the wheel and has spurred significant action in other states. There are now at least 8 states with 12 pending bills that address fatigued driving in various ways.



Facts About DROWSY DRIVING



ADULTS AGES 18-29
are much more likely to drive while drowsy compared to other age-groups!



MEN
are more likely than women to drive while drowsy! (56% vs 45%)



SLEEP DEPRIVATION
increases the risk of a sleep-related crash! The more you sleep, the better you drive.



People tend to fall asleep while driving on **HIGH SPEED, LONG, OR RURAL HIGHWAYS.**



NEARLY 1/4 of adults in the US say they know someone personally who has fallen asleep at the wheel.

Drivers are *Falling Asleep* Behind the Wheel

Drowsy Driving Prevention Week, held every year during the first full week of November, is a good time to remember that drowsy driving is impaired driving.

According to the Centers for Disease Control and Prevention, about 1 in 25 adult drivers report having fallen asleep while driving, and many more admit to driving when they were sleep-deprived.

These startling figures show how prevalent drowsy driving is. What drivers may not realize is how much drowsy driving puts them – and others – at risk. In fact, an estimated 6,400 people die annually in crashes involving drowsy driving, according to the National Sleep Foundation.

Impact of Drowsiness on Driving

Driving while drowsy is similar to driving under influence of alcohol:

- Drivers' reaction times, awareness of hazards and ability to sustain attention all worsen the drowsier the driver
- Driving after going more than 20 hours without sleep is the equivalent of driving with a blood-alcohol concentration of 0.08% – the U.S. legal limit

A driver might not even know when he or she is fatigued because signs of fatigue are hard to identify. Some people may also experience micro-sleep – short, involuntary periods of inattention. In the 4 or 5 seconds a driver experiences micro-sleep, at highway speed, the vehicle will travel the length of a football field.

Beyond the human toll is the economic one. [NHTSA estimates](#) fatigue-related crashes resulting in injury or death cost society \$109 billion annually, not including property damage.



WORLD DAY OF REMEMBRANCE



FOR ROAD TRAFFIC VICTIMS IN THE U.S.

Sunday, November 19, 2023

Road traffic injuries - leading killer of people aged 5-29 years

The Global status report on road safety, launched by WHO in December 2018, highlights that the number of annual road traffic deaths has reached 1.35 million. Road traffic injuries are now the leading killer of people aged 5-29 years. The burden is disproportionately borne by pedestrians, cyclists and motorcyclists, in particular those living in developing countries.

The report also indicates that progress to realize Sustainable Development Goal (SDG) target 3.6 – which calls for a 50% reduction in the number of road traffic deaths by 2020 – remains far from sufficient.

More than half of all road traffic deaths are among vulnerable road users: pedestrians, cyclists, and motorcyclists. Pedestrians, cyclists, and riders of motorized 2- and 3-wheelers and their passengers are collectively known as "vulnerable road users" and account for half of all road traffic deaths around the

world. A higher proportion of vulnerable road users die in low-income countries than in high-income countries.

Origins and significance of the Day
Since the adoption of the World Day of Remembrance for Road Traffic Victims, pursuant to General Assembly resolution 60/5, the observance has spread to a growing number of countries on every continent.

The Day has become an important tool in global efforts to reduce road casualties. It offers an opportunity for drawing attention to the scale of emotional and economic devastation caused by road crashes and for giving recognition to the suffering of road crash victims and the work of support and rescue services.

A dedicated website was launched to make the Day more widely known and to link countries through sharing common objectives and the remembrance of people killed and injured in crashes.

In September 2020, the UN General Assembly adopted resolution A/RES/74/299 "Improving global road safety", proclaiming the Decade of Action for Road Safety 2021-2030, with the ambitious target of preventing at least 50% of road traffic deaths and injuries by 2030. WHO and the UN regional commissions, in cooperation with other partners in the UN Road Safety Collaboration, have developed a Global Plan for the Decade of Action.





BACK TO THE TRACK BASICS

Track Safety Basics

1. Freight trains don't travel at fixed times. Schedules for passenger trains often change. **Always expect a train.**
2. All train tracks are private property. **Never walk on tracks; it's illegal trespass and highly dangerous.**
3. It takes the average freight train traveling 55 mph more than a mile—the length of 18 football fields—to stop. **Trains cannot stop quickly.**
4. The average **locomotive weighs about 400,000 pounds or 200 tons**; it can weigh up to 6,000 tons. This makes the weight ratio of a car to a train proportional to that of a soda can to a car. We all know what happens to a soda can hit by a car.
5. **Trains have the right of way 100% of the time** over pedestrians and vehicles, including police and emergency vehicles.
6. **Trains overhang tracks. Stay 15 feet back from the tracks.** Always assume railroad tracks are in use, even if there are weeds or the track looks unused.
7. **Trains can move on any track, in either direction at any time.** Sometimes its cars are pushed by locomotives instead of being pulled, which is especially true in commuter and light rail passenger service.
8. Trains are quieter and moving faster than you think – **only trains belong on the tracks Today's trains are quieter than ever, producing no telltale "clackety-clack."**
9. Remember to **cross train tracks ONLY at designated pedestrian or roadway crossings**, and obey warning signs and signals posted there.
10. **Stay alert around railroad tracks.** Refrain from texting, using headphones or other distractions that would prevent you from hearing an approaching train; never mix rails and recreation.

As part of our mission to reduce deaths and injuries at highway-rail grade crossings and around tracks and trains, Operation Lifesaver, Inc. offers rail safety tips for drivers, pedestrians, and an array of audiences.



Get to know [these railroad signs and signals](#) to stay safe when driving or walking near railroad crossings.