

PROCEEDINGS

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1ST ANNUAL MEETING

SASKATCHEWAN SAFETY COUNCIL

APRIL 23 and 24, 1964

Hotel Saskatchewan

R e g i n a

*Traffic

*Farm

*Home

*Recreation

*Occupation

*College & School

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Hotel Saskatchewan
R e g i n a

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The Saskatchewan Highway Safety Council took a very forward step in becoming a comprehensive safety body. Although the Council became Incorporated as an all-inclusive safety organization on August 1, 1963, the founding meeting of the new Saskatchewan Safety Council was not held until April of 1964 in accordance with the Bylaws of the S.S.C.

Attendance, besides an unrecorded number of people who attended sessions but did not register, totalled 110. List of registered delegates can be found at the back of these proceedings.

Dr. Norman Williams, chairman of the Traffic Division, and Dr. C.D. Stewart, chairman of the Farm Division, presided over general sessions on Thursday and Friday respectively.

Registration began Wednesday evening and continued all day Thursday and until mid-afternoon on Friday.

The Annual Meeting of the Saskatchewan Safety Council actually concluded on April 24. Saturday, April 25th, featured a Safety Council Workshop for representatives of all affiliated councils.

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THURSDAY, APRIL 23, 1965

OFFICIAL OPENING

The meeting was formally opened by Honorable R. L. Hanbidge, Lieutenant-Governor of Saskatchewan.

The Invocation was given by Rev. W.F. Poulton, president, Regina Ministerial Association. Mayor H.H.P. Baker brought greetings on behalf of the City of Regina and Honorable C.C. Williams, Minister of Labor, welcomed delegates on behalf of the Province of Saskatchewan.

COMMITTEE MEETINGS

In view of the fact that other Divisions were not yet firmly established, April 24th session topics concentrated on traffic safety. The five Committees of the Traffic Division broke into separate meetings and delegates attended the session of their choice. Chairmen of the various Committee meetings were:

Enforcement - D.A. Todd
Engineering - W.J. Riddell
Medical - Dr. C.H. Andrews
Public Education & Action - R.M. Reavley
Vehicle Administration - J.A. Christie

LUNCHEON

A very enjoyable informal buffet luncheon was sponsored at noon by Minnesota Mining and Manufacturing of Canada Limited. 3M's representative, Vic Sotropa, acted as host.

TRAFFIC COURT CLINICS AND DRIVER IMPROVEMENT SCHOOLS

The Public Education and Action Committee of the Traffic Division conducted a panel concerning the above subject. The panel was chaired by J.D. Connor and participants included Insp. D.C. Chisholm, S.T. Malach and Christian Smith.

COMPULSORY VEHICLE INSPECTION

A panel arranged by the Vehicle Administration Committee concerned motor vehicle inspection and was chaired by J.A. Christie, chairman of the Committee. Participants were W.W. Flynn, A.J. Lochore, and T. Ireland.

PRESIDENTS' DINNER

The Dinner, honouring the past-presidents of the Saskatchewan Highway Safety Council, was sponsored by the Saskatchewan Power Corporation. Chairman for the occasion was G.M. Harris, safety supervisor of S.P.C.

EVENING MEETINGS

The Traffic Division Board of Directors and the Farm Division Executive both conducted short business meetings on Thursday evening.

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FRIDAY, APRIL 24, 1965

THE COMPREHENSIVE SAFETY COUNCIL

Under the general chairmanship of Dr. C.D. Stewart, Friday's meetings commenced with a general session bringing together members of the Traffic Division, Farm Division, as well as prospective members of the four new Divisions.

Leonard S. Bowman, general manager of the Saskatchewan Safety Council, outlined the new organization structure of the Council and explained the aims and objectives of the new Divisions. ".....We are joining forces today towards becoming the comprehensive Safety Council for the Province of Saskatchewan...."

DIVISION MEETINGS

The regular annual business meetings of the Traffic Division and Farm Division were held. The new proposed Divisions conducted their inaugural meetings. Election of officers, adoption of a Division Constitution, and programme planning were major items of business. Officers elected for the Division were:

Traffic

Chairman:

J.M. Crawford, Traffic Engineer
Department of Highways

Vice-Chairmen:

W.G. McInnis, Chief Automobile
Insurance Underwriter
Saskatchewan Government Insurance
(Education)

S/Sgt. R.G. McWhirter, Traffic Office
R. C. M. Police
(Enforcement)

V. Sotropa, Reflective Products
Representative
Minnesota Mining & Manufacturing Co.
(Engineering)

Finance Chairman: R.D. Mahara, Operations Manager
Saskatchewan Transportation Company

Farm
Chairman: Dr. C.D. Stewart, President
Agra Vegetable Oils Limited

Vice-Chairman: Mrs. Muriel Bohrson
Hanley, Saskatchewan

Secretary: E.H. Anaka, Senior Sanitary Officer
Melfort-Tisdale Health Region

Finance Chairman: Mrs. I. Oberg
Saskatchewan Farmers Union

Home
Chairman: Mrs. O.O. Jackson, Vice-President
Saskatoon Safety Council

Vice-Chairman: Mrs. J. Woods, Occupational Health
Nurse
Department of Public Health

Secretary: Miss Gladys Adams, Health Educator
Department of Public Health

Finance Chairman: O. J. McNeill
Saskatchewan Pharmaceutical Assoc.

College & School
Chairman: Dale Shockey
Saskatchewan Teachers Federation

Vice-Chairman: J.H. Richards, Chief Dwelling Underwriter
Saskatchewan Government Insurance Office

Secretary: A. Robb
Regina Collegiate Institute Board

Finance Chairman: Const. W. Rohac
Regina City Police Department

Occupation
Chairman: A.J. Ross, Safety Director
Kiewit-Johnson-Poole

Vice-Chairman: I.E. Moore
Saskatchewan Federation of Labour

Secretary: R.L. McPherson, Chief Inspector
of Mines
Department of Mineral Resources

Finance Chairman: G.M. Harris, Safety Supervisor
Saskatchewan Power Corporation

Recreation
Chairman: Bevan Lawson, Swimming & Water Safety
Red Cross Society

Vice-Chairman: E.L. Paynter, Director, Wildlife Branch
Department of Natural Resources

Secretary: V. Wilson
British American Oil Company Ltd.

Finance Chairman: C.G. Leibel
Queen City Midget Football Club

Minutes of these various Division meetings were recorded individually and circulated to the persons concerned.

COMMUNITY SAFETY COUNCIL LUNCHEON

Delegates were guests of the Regina Chamber of Commerce to Luncheon at noon. Chairman was A.G. Stewart, vice-president of the Regina Chamber of Commerce. Headtable guests included representatives of the various community safety councils affiliated with the Saskatchewan Safety Council.

NOMINATING COMMITTEE MEETING

A Nominating Committee meeting was held at 2 p.m. consisting of one representative appointed from each Division. The purpose of this meeting was to consider the slate of nominations for presentation to the general session for the positions of President, Vice-President, Treasurer, and Secretary of S.S.C.

RURAL AND URBAN ACCIDENTS

A panel arranged by the Traffic Division Engineering Committee was chaired by W.J. Riddell, chairman of the Committee. Participants included: I. Brand, J.M. Crawford, W.W. Petersmeyer, and C. Sauer.

S.S.C. INAUGURAL MEETING

The history-making meeting was held on Friday under the chairmanship of Dr. N. Williams. The newly-elected Chairmen of the six Divisions were introduced and gave brief reports on their respective meetings. Mr. E.L. Paynter, chairman of the Nominating Committee, presented the Committee's report which was accepted and the election of the 1964 Council Executive took place. Resolutions concerning the operation of the Council were passed. The Benediction was given by Rev. Father M. Vezer. Minutes of this meeting are included in these proceedings.

FOUNDING DINNER

Mr. A.G. Stewart, newly-elected President of the Saskatchewan Safety Council chaired the Founding Dinner on Friday evening. Honourable R.L. Hanbidge, Lieutenant-Governor of Saskatchewan, was guest speaker. Headtable guests included members of the new Executive of the S.S.C. as well as His Honour's Aide, A/Comm'r. E.H. Perlson. Citations were presented to representatives of the Cities of Estevan, Melville, Prince Albert, Swift Current and Weyburn, on behalf of the Canadian Highway Safety Council, for having completed 1963 traffic fatality-free. The "President's Plaque" was presented to Dr. N. Williams on behalf of the Traffic Division in recognition of his position as President of the previous Highway Safety Council. A film entitled "The Warning Bell" was shown by Mr. E.F. Holliday.

S.S.C. EXECUTIVE MEETING

A brief Executive meeting was held at the conclusion of the Dinner to take care of Council matters requiring immediate attention. Plans for the next Executive meeting were made.

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COFFEE BREAKS

Morning and afternoon Coffee Breaks on Thursday and Friday were sponsored by the Saskatchewan Transportation Company and Greyhound Lines of Canada Limited.

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SATURDAY, APRIL 25, 1964SAFETY COUNCIL WORKSHOP

A Workshop was conducted from 9 a.m. to 2:30 p.m. for affiliated Safety Councils. Reports on the activities of the various organizations were given and common problems and ideas discussed. Delegates were guests of the Saskatchewan Safety Council to a noon Luncheon. Fourteen persons were in attendance who represented the following organizations:

Saskatchewan Road Builders Safety Association
Saskatoon & District Safety Council
Convent of the Child Jesus High School Safety Council
RCAF Station Safety Council, Yorkton
Saskatchewan Trucking Safety Council
Moosomin & District Safety Council
Moose Jaw Women's Safety Council

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PANEL #1: TRAFFIC COURT CLINICS

Panel Chairman: J.D. Connor, Secretary, Saskatchewan Urban Municipalities Association

Panelists: Insp. D.C. Chisholm, Regina City Police Department
C. Smith, Director, Health & Safety Education Division, Department of Public Health
S.T. Malach, Advertising Manager, Western Tractor Limited as "John Q. Public"

V E R B A T I M

Chairman

The topic of this panel is Traffic Court Clinics. I must confess that I have a considerable degree of ignorance as to what they are and I am, therefore, pleased to have with me three people who are able to speak on this subject.

I'll take but just a moment to introduce these people.... First, is Mr. Christian Smith who is going to touch on some of the human factors which contribute to vehicle accidents and how these might be possibly corrected. Next, we have Insp. D.C. Chisholm who is going to tell us something about how these Clinics operate and what results one might expect from the Clinic. The third member of the panel is Mr. Stan Malach who will take the roll of "John Q. Public" surrounded by office administration, frustrated by the snarled-up daily traffic and is vainly trying to cope with the never-ending rules and regulations governing our every day life. In other words, he is an average Canadian who will undoubtedly react on this panel like one.

Before the panel commences, I think it wise to re-acquaint ourselves to the purpose of making all the traffic laws we now have. Contrary to one block of opinion, they are not made to delay and frustrate vehicle operators and pedestrians. Neither are they intended to give traffic officers an excuse to delay and persecute us. As a matter of fact, enforcing traffic regulations has done much to reduce the public image of policemen.....this, I think, one must bear in mind and think we all more or less regret. We can all applaud his preventing a robbery; but most of us mutter when we see him giving out traffic tickets. Yet, in both instances, he is merely protecting the lives and property of others.

Contrary to another block of opinion, laws are not made to increase direct revenue of a city or town through levying fines; instead, they are made in an attempt to get each and everyone of us to his destination safely and without endangering the life and property of others. Since our ancestors swung down from the trees and huddled together for warmth and comfort, mankind has been forced to make rules to assure the actions of one will not endanger the lives and property of others. Widespread useage of automobile transport intensified the need for these rules because what may be a useful mode of transportation one moment may turn into a guided missile the next. It is for this reason and this reason alone, that millions of dollars are spent each year in research and engineering design; in safer and better constructed roads and in traffic control; in driver education and in safety conferences like the one today. Yet, despite this, every year in Saskatchewan more people are killed in vehicle accidents than live in the Village of Goodeve, or the Village of Tuxford, or the Village of Codette; and the number of injured in 1962 exceeded the total population of the City of Melville. None of us would deliberately kill although temptation does rear its head when in-laws come to visit once in a while! Therefore, something must be wrong.....

This panel is merely another attempt to try to define what that "something" is; and what we might do about it. Ladies and Gentlemen.....I give you the first of our panel, Mr. Christian Smith.

Smith

Apart from some general knowledge about the Traffic Clinics, I had to look up some references to become more familiar with the idea and I have waded through a great deal of literature and I'm sure more is available concerning programs in operation elsewhere.

We should benefit by what others have experienced and perhaps in our Saskatchewan way.....do it a little better. In the first place, I stumbled on the word "Clinic." This word has certain meaning to me and I thought today perhaps the name "Driver Rehabilitation Centre" might have a wider application. After all, if I hear of a group of doctors conducting a "Clinic", I expect to find something more than having a doctor talk to me. I would expect him to demonstrate, to conduct some diagnosis and determine just what has happened and why. So, unless we broadened the concept, as I have noticed it in the literature, then "Clinic" is a good word. In my experience, just talking at people isn't good enough; talking with them is much more fruitful. Demonstrating in the meantime and letting them absorb information and motivation by means of all their senses seems to be a better thing than some of the Clinics of which I've read which go in for lectures and visual aids such as films. I won't go into this idea of the structure of the Clinic very much because I think that's Insp. Chisholm's privilege.

There are a great many factors in traffic violations and in accidents. I don't think we can go into all of them in this short time; but certainly the persons who are driving vehicles are the people we are trying to change. I noticed somewhere that "education is a slow process".....education of adults is still slower and re-education of adults is slowest of all. I sometimes wonder whether there people we can't re-educate. They have been so conditioned by their experiences that it is extremely difficult to modify their attitudes and behaviour. Yet, I suppose, we should try; and this is one of the purposes of these Clinics. The repeating violator, who shows contempt for the safety of others.....who is inattentive.....who falls asleep.....who drinks while driving.....who over-estimates his own ability....these are the individuals we are going to get into these Clinics if we have such establishments.

Now, how can we go about it? I'd like to quote from an article in the American Journal of Public Health.....

"The accident experience of individuals is part of their whole behaviour pattern, their mental and physical characteristics, their attitude and their practices. Individual differences of varying degrees exist within various social groupings. Physical and mental changes are continued and range from normal to physical degeneration and mental aberration. The accident is the end result of a chain which can produce death, injury or damage. The beginning of the accident chain is frequently obscured. It sometimes lies in faulty motivation, poor behaviour, imperfect co-ordination, inadequate training, transitory illness, fatigue, recklessness, disregard of standard operating procedures, mental instability and foolist chance-taking....."

These are some of the personality traits which a Clinic would encounter.....that is, if we made a study of the students who attend the Clinic.

In the Medical Journal of Psychiatry, it states....."It would appear that driving hazards and the high accident records are simply one manifestation of a method of living that has been demonstrated in their personal lives."

Truly, it may be said that a man drives as he lives. If his personal life is marked by caution, tolerance, foresight and consideration for others, then he will drive in the same manner. If his personal life is devoid of these characteristics, then his driving will be characterized by aggressiveness and over a long period of time he will have a much higher accident rate.

I noticed in Detroit that they have a Psychiatric Clinic attached to the magistrates's court and there they have stressed the importance of including research on driver emotions and attitudes. This Clinic is used by both the city and state police departments.

Other studies convinced the investigators that some type of test for measuring the emotional maladjustment characteristics are important. They were convinced that drivers' knowledge of traffic.....his safety practices and attitudes.....should be studied.

In these few minutes, I am trying to give you an idea, as an individual, what I would hope for should we set up such Clinics in this province.

In a sense we are dealing with grown-up boys, immature people and people with very little intelligence as well as very highly motivated and intelligent people; and we are trying to deal in one Clinic with a wide variety of violators or accident-repeaters.

I should hope that should we seriously go in for Traffic Court Clinics, that it will be well staffed by competent professional people.

Chairman

Thank you, Mr. Smith. Now we will turn to the second of our panelists.....our good friend, the Inspector. Following the third member of the panel, I'm going to see whether any of these gentlemen have anything to say to each other. Providing that time permits, this will be followed by a short discussion period where the audience can participate. I would now like to call on Inspector Chisholm.....

Chisholm

Ladies and gentlemen, this panel today on Traffic Court Clinics is actually new to me. I've heard about them but had no personal experience; although I have a lot of feelings that perhaps in the field of enforcement, somewhere along the line we're missing the boat! Perhaps, enforcement has a deterrent value by keeping persons off the road, through accumulative fines, lengthy sentence; yet, there must be something else.

In Regina, we had and still have a problem with riding bicycles. What are you going to do about these violators on bicycles..... you can't send them to court. So we started a Bicycle Safety Court and think in a sense what we were doing was holding a Traffic Court for cyclists. The Court is working today and is most successful. We never thought of it in the form of a Traffic Court Clinic but in a way, that's exactly what it is.

These Traffic Court Clinics are in operation in Ontario, Alberta and in many states in the U.S. All differ in many respects; but they are all designed with the objective of improving the attitude of the driver. We talk about the 3 E's.....Engineering, Enforcement and Education. Today, we can design highways that are fantastic and automobiles which practically drive themselves; yet we can't control the "nut" who controls the wheel! I think the third "E", Education, is perhaps the answer. Until we can change the attitude of the drivers and get them thinking safely, we're going to miss the boat. This is the purpose of the Traffic Court Clinic.

I would like to refer to the Traffic Court Clinic, one which has really impressed me instituted by the Alberta Safety Council in

the City of Edmonton in 1961.

At that time the Edmonton Junior Chamber of Commerce approached the Attorney-General's Department with the suggestion that a school be established for traffic violators. The Attorney-General's Department called a meeting of interested organizations to see how much support would be given to such an idea. As a result of this meeting, it was decided to proceed with a Traffic Court Clinic in the City of Edmonton and the principles of the Clinic were decided as follows:

1. The sole objectives would be to bring about a better understanding and therefore a better attitude on the part of students towards traffic law enforcement, courtesy and respect for other people's rights and safety on the road.
2. The instructors should be professional teachers with training in counselling work. This is most important.
3. The instructors should be paid.
4. The Course would be eight hours, 2 hours per evening, for four evenings.
5. The Course outline would provide that there be a minimum of lecturing and a maximum of guided discussion. Films would be used to advance the knowledge of the group.
6. A friendly, relaxed atmosphere be established in class with the instructor making every effort to establish a rapport with each individual.
7. The classes be limited to 15 persons. The class sits around a conference table. Each person has his name-plate in front of him and everyone becomes acquainted very quickly. Smoking is allowed as is a coffee break. Everyone contributes 10¢ and someone goes to a near-by cafe for the coffee. The four evenings of a Course are kept one week apart.....all Mondays, all Tuesdays, etc.
8. Accurate attendance and punctuality records be kept, and a workable evaluation scale be devised to enable the instructor to have a complete record on each individual.
9. The only contact with the police comes on the third evening when a fairly high-ranking police officer attends as a guest to answer questions to give the official enforcement viewpoint. This session often runs overtime. The entire Course is actually kept away from the law enforcement agency and is under complete administration of the Safety Council.
10. The Course is financed by a grant from the Attorney-General's Department. Instructors are paid \$10 for the two-hour session. A part-time secretary comes in on Course nights 4:45 to 8:00 p.m. at a cost of \$6. She keeps all attendance records, forwards the data to Court, and Motor Vehicle Branch, sets up conference room, projector, etc.

Leaflets concerning the Traffic Court are handed to the prospective student who is asked to read it and decide whether or not to volunteer for the class. Volunteer is then asked to see the Clerk of the Court to fill out an application form. This application form gives the Motor Vehicle Branch authority to forward the applicant's driving record to the Clinic. The applicant takes his copy of the form to the Clinic office where he is assigned to a class. The application form is completed in four copies:

Original to Motor Vehicle Branch
2nd copy is Court Record
3rd copy is forwarded to the Clinic
4th copy is given to the applicant

When an applicant is being registered at the Clinic, a personal history form is completed. The instructor's comments are filled in after the course and copies are distributed to the Court and Motor Vehicle Branch.

At the time of registration, the applicant is given a wallet card which advises that he has attended the Traffic Court Clinic and same is signed by the Instructor. The traffic violator, while attending Traffic Court, may volunteer to attend the Clinic or he may be remanded by the Magistrate to the Clinic and will withhold the passing of sentence until such time as the Magistrate has the report back from the Clinic.

This is the one part in all the information I have that I'm not quite sure of; but it appears that should you get a traffic ticket in the City of Edmonton that you can volunteer to take this Course or the Magistrate, if you plead guilty, may withhold passing of sentence and remand the person to attend the Clinic. This would be similar to the pre-sentence report which we have today where the Magistrate would like to obtain more information about the individual. When the Magistrate receives back the report from the Clinic, he will take this information into consideration when he imposes sentence.

The Traffic Court Clinic in Edmonton would appear to be quite successful from the records which show that out of 500 drivers, non-repeaters of accidents or convictions for the first year were 310 or 62%.

We go to the State of Iowa where approximately 43,000 driver licences are reviewed each year. The driver whose licence carries numerous accidents or violations is asked to appear for a hearing. The driver who appears is given a voluntary choice -- he may have his licence suspended or he may attend a driver improvement school and be placed on licence probation for a year. Those who chose to attend the School are notified to appear at the certain time and place; those who do not agree are placed on a 30-day suspension. Those who chose to attend the School but fail to appear or fail to complete the Course also are immediately suspended.

Accident and violation reports cross my desk every day...similar to many of enforcement people here....and it would just make you sick to see the long lists. There was a boy the other day... 19 years of age who is on a Red Licence right now, had 13 violations in 1962. This guy is still driving and is still having accidents. That is why I feel that something has to be done about this kind of people.

The value of the Traffic Court Clinic may be shown in a report by Judge Sherman Finesilver of Denver, Colorado which states as follows:

"Traffic schools, driver improvement schools and so-called violator schools conducted directly or indirectly under the auspices of traffic courts were created to fill a general and pressing need in our community for more thorough and effective driver education. These schools serve a purpose in educating and re-educating our motorists. In many cases the assessing of a fine upon a violator creates a resentful attitude towards the Courts, police departments, and the licencing authorities; instead of immediately impressing upon the violator the seriousness of his act and gaining his desire to improve his driving.

4,000 students who completed the Washington, D.C. traffic school, before attending had long records of moving violations. After completion, only 4% showed subsequent violations.

In Oakland, California, the death toll in 1956 was 26 as compared to 47 the year before. The remarkable decrease in part was attributed to the Traffic School."

It is interesting to note that the Clinics in Ontario are open to volunteers and violators alike. They are sometimes run by the police with the assistance of the Magistrate; and sometimes the other way around. Police officers usually act as instructors. Clinics are usually held in the police building. This is far different from Alberta where they stay away from the enforcement agency. Attendance is obtained by invitation of the Magistrate and offenders often ask if they can bring a friend and are encouraged to do so. The Course in Ontario is completed in two evenings of two hours each. It is a lecture Course with question period and films. Good attitude is stressed.

From my own study of the Clinics, I feel they have a place in promoting traffic safety in any community. However, the obstacles are: Cost, maintenance, and of course personnel qualified to conduct the Course. Other cities and provinces have managed to overcome these obstacles and are benefiting from the rewards measured in accident prevention from these Clinics.

Chairman

We'd now like to call on our friend Stan for his reactions as a member of "John Q. Public" to the information which we have just heard.

Malach

Mr. Chairman, ladies and gentlemen....I've listened with great interest to the two speakers and now I, as "John Q. Public", am going to be skeptical, critical and objectionable. Because no matter what is decided upon here, I, "John Q. Public" will not foot the bill! Naturally I'm concerned with traffic safety just like anyone else; but before I start shovelling out my dollars and cents, I've got to be shown why.

The first thing I'm going to object to is the word "Clinic"..... I believe the word is derived from the Greek word "bed" which has no relationship whatsoever. The term "clinic" bring to mind mental or physical treatment and I don't think the public will accept it. The word "school"whether you prefixed it with driver training, traffic and so on...is the proper word to be used. If you use "Traffic Violators School", then you immediately have a connotation of punishment. My research shows that in many cities, over 70% of the people who attend those schools are non-violators. They go to these school voluntarily, they are happy to learn more about good driving habits, they want to be safe on the road, they want to save their lives and the lives of their neighbors; and therefore they attend voluntarily. You can just imagine in here....the prominent citizens that you are.... to say: "I'm very sorry I can't play bridge with you tomorrow night. I have to go to a Violators School or Traffic Clinic." Immediately, you are a suspect and probable criminal. So, let's leave the word "Clinic" OUT completely. It's a school to teach people and should be called such.

The next objection I'm going to raise is: Are these schools necessary? Are we pushing the panic button just a bit too soon? Have we made a complete study of the necessity of these schools? In working in any particular profession, we become like the old horse with blinkers on and we only see what is in front of us. What we should do is take a much broader look and then decide before we start spending MY money. I have in front of me a report by Mr. Rex Whitton, Federal Highway Administrator for the Bureau of Public Roads and the jest of his words state that in the last 20 years the total motor vehicles registered was 125% more. The total motor vehicle miles travelled was 130% more. The total population of the United States was 40% more. The total number of vehicle drivers was 75% more.

Now, during that same period the death rate of accidents dropped from 12 to 5.3% measured in deaths per 100 million miles and that shows a reduction in the death ratio of over 50%. Mind you, we look at the figures and even one death startles us, thousands scandalizes us; but when we take it as a human process in evolution, IS there reason to push the panic button? Is there the need for the establishment of such Schools?

Today we have fairly strict rules governing traffic on our highways. We have driver training in many centers in Saskatchewan and from all reports which I have noticed....particularly at Safety Council meetings.. the graduates are not very often charged with offences. WE have the Saskatchewan Safety Council which is second to none so far as I can see in its conscious efforts and endeavours. We have the co-operation of the Canadian Highway Safety Council massed together to promote better and safer driving and to prevent accidents and deaths. All this, you already know, is costing the taxpayer a good sizeable sum of dollars and cents. You may not be able to pinpoint it one way or the other, but it still comes out of the taxpayer's pocket. That's MY pocket! And I am bound to wonder what extra expenditures will be justified.

Assuming for just a moment that such Schools are necessary.....there is the problem of cost, accommodation, equipment.....and I noticed that Insp. Chisholm mentioned trained personnel.....skilled and good public relations officers. You don't get those at \$1.25 an hour. Even a single classroom to accommodate 40 students has to be of good size and equipped with desks, cabinets, films, projectors, magnetic boards, spot maps, blackboards, posters, testing equipment and many other things which are going to cost an awful lot of money.

Modern methods of learning through listening, seeing, reading and actual testing will have to be adopted. Some of the techniques will have to be discussion, testing, visual aids, student participation, dramatization, demonstrations. Again.....a good-size program.

The next question which occurs to me as "John Q. Public" is the number and location of such schools to be established throughout the Province. It is obvious that such schools will have to be established in cities and major towns. We have 11 cities and 120 towns which means 131 centres from which to choose. It wouldn't matter a darn which four out of this number you choose, the other 127 centres will object. So you have the problem of allocation of the schools and if you want voluntary attendance, proximity will have to be a factor.

Here's some startling figures from last year's traffic report..... they may not be actual but they're close enough for my purpose. Last year we had approximately 43,000 convictions for traffic offences. We had approximately 17,000 convictions under the Criminal Code making a total of 60,000 potential students for our Driver Improvement Schools. I was pleased to note that during the same period traffic officers issued 130,000 warning tickets which speaks very highly for the understanding and good public relations which the law enforcement people are trying to establish with the public.

I'll just assume that each one of the 60,000 offenders is delegated to take this improvement course, based on a 4-hour course, the sum total would involve 240 teaching hours or 30,000 8-hour days of instruction. Now if this instruction is to be undertaken on an individual basis by one man, he would be teaching 8 hours a day, 6 days a week, 300 days a year for 10 years.....just to educate the traffic violators of 1963! If it's any consolation, two instructors could do the same thing in 5 years.

Next question I have to ask is, where are we going to get these instructors? What basis are we going to set for their qualifications? They have to be highly-skilled men, they have to be patient, they have to understand human nature. Also.....who will pay for them? Can we get help from service organizations? Can we get help from the Clergy ---

that's a hard question to ask?

Can we get help from school teachers? Here's a problem.....they're all highly unionized. Some people have suggested that possibly the Magistrates could do it. Well we happen to have in Saskatchewan only 25 Magistrates and from what I hear and I read, they're over-worked.

The Traffic Division of police forces, according to my reading, are undermanned. Every time departments asked for extra men for traffic duty or extra equipment, they are turned down because the mill rate might go up. I am happy that my mill rate has not increased; but I'm too happy that the police cannot perform the duties to which they have been assigned.

Let me remind you again that I'm going to need a lot of convincing that these Schools are necessary because if the present accident rate warrants the establishment of Traffic Schools, why haven't the insurance companies sponsored them a long time ago. If I can remember correctly I think our property damage last year was around 6 million dollars.....this was the amount that insurance companies paid out for claims. IF these companies were convinced that a Traffic School would prevent accidents and save them money, wouldn't they have stepped into the bridge long ago?

Also, if these Schools are as effective as pointed out by Insp. Chisholm, why haven't we been told about them years ago? After all, the automobile has been out since around 1906. I've been basing my statistics on reports of 1952.....that's 11 years ago.....and I was only informed about Traffic Schools just a few days ago. Why haven't we heard more about them?

From what I have read and heard, I believe the Traffic Schools are worthy of consideration. I'll be honest with you.....that much my two panelists have convinced me of. BUT before I okay the bill, I want to know more about them and if they will accomplish the purpose of reducing accidents and lowering the death rate, then I'm prepared to support them. BUT being stubborn "John Q. Public", I'll probably need an awful lot of convincing.

Chairman

Time has certainly rushed along and we won't be able to spend too much time between the panelists; however Stan raised a number of very interesting questions. I'll try to summarize them briefly.....The major question is: Are they necessary? The rest follow.....Is the project too costly? The number and location of Schools in the province? How can we possibly hope to cope with the number of violators? Where do we get the instructors? Why if they're so good, haven't we heard of them before?

I'm going to jump down to the question: How can we possibly hope to cope with the number of potential students? Have you any thoughts on this?

Chisholm

Mr. Chairman, I'd just like to say this.....In the City of Regina, we had approximately 8,000 violators throughout Traffic Court last year. The question seems to be how many can we handle. I think this is an aid to the Court. We have failed everywhere else with certain people. Referral to such Schools would be the prerogative of the Court and the Magistrates will have to decide whether the School could help his attitude. Stan mentioned that the word "Clinic" would be incorrect. Well, Stan, for your information the whole system has changed. Jails are not jails; they're correctional institutes. Guards are not guards; they're correction officers. Traffic Clinics is much more acceptable in our modern-day thinking. You were saying that this costs money, Stan. Have you people any idea what it's costing right now in death, injury and property damage? If we can prevent these accidents by changing the attitudes of these accident repeaters and violators, I don't think, Stan, that you can argue the dollar and cents angle one bit.

Traffic Court Clinics do have a place and we have failed in many other fields in trying to correct the bad driver.

Chairman You mentioned, Inspector, that certain people would be referred to the Clinic. Were you thinking more in terms of repeaters?

Chisholm As I mentioned about the State of Iowa's program, instead of waiting for these people to have accidents, they just called certain people in after reviewing their records.

D.A. Todd (Audience) These 43,000 violations which "John Q. Public" spoke of and the 8,000 in City Police Court, how many of those are repeaters who have been back in the same year? If the statistics which I have at hand are correct, we can cut both those figures in half because there were about 4,000 people who were in City Police Court twice for driving offences and half of the 43,000 were up for their second or third offence in the Province. I would suggest that you could take a great number of the others off because they are the isolated violators who may have happened to go through radar and are not the people who, I submit, are the ones requiring the education the most.

Smith In the first place, I don't think the Clinic will be a cure-all. I'm convinced that the Clinics as operated elsewhere are effective but certainly we wouldn't expect complete re-education. There are a great many people who are not necessarily repeaters but who place a very low value on law enforcement. Just as the way of the driver is a picture of his way of living, so we must recognize his attitude towards the police, to other citizens is a part of his living. I think we could do a great deal more in reminding normally responsible and decent citizens that breaking a regulation or law is just as important at the wheel of a car as swiping a handkerchief out of Woolworth's!

"John Q. Public" mentioned that people may be dubbed as suspects or probable criminals.....well, what are we when we deliberately break the law? It just doesn't happen to be under the Criminal Code all the time; but it's against the public interest. I agreed that our policemen in Saskatchewan have a much better public relations than elsewhere and this is a matter of deep concern. We've got to develop a different attitude towards law enforcement and that of course starts in the home. Stan mentioned the church.....have you ever stood on the corner watching the Christians going to church on Sunday? I pretty near been killed by them!

Another item Stan brought up was where are we going to get the teachers and the money. I think we can find anything we want if we know how to go about it. Insp. Chisholm has very aptly said that the cost of these Clinics would be a small investment indeed compared to what is being spent now on picking up the bodies and mending the broken people and damage.

Malach As "John Q. Public", I have asked the kind of questions which would be asked anywhere in the province. In my studies of the existing Traffic Schools -- I notice that a large number of States have adopted them. I also read that these Schools are beneficial, that they do produce better drivers and reduce the number of violations and reduce the number of repeat violations. This, I am absolutely convinced of, as a member of the Safety Council. I also know from experience the battles about seat belts and it has taken us five years to get where we are on this particular subject. I think the Safety Council has to be commended for the concentrated effort which brought us these results. I feel the same today about these Traffic Schools. I honestly believe that we should have a start someplace, that we should have a pilot project and sell it to the authorities and taxpayers. If all of us concentrate to say a kind word for Traffic Schools, possibly we can get started on this program and spread the gospel.

Audience
Participation

- J. Pinch I think more emphasis should be placed on the driver licences -- they should be lifted more readily, more quickly and more often -- that in my mind is very punitive to young people.
- As a former school teacher, I can't resist to remark about the comment of 9 to 4 hours. If as Mr. Malach stated this training could be given by school teachers, I'm quite sure a teacher could be available one or two nights a week and certainly would welcome the extra pay. These are educated people, they are dedicated, they are trained people; and if they need any special training in this particular field, they are of high mental calibre that it wouldn't take too long to give them this training.
- J.A. Wood Mr. Chairman, in reply to the last speaker I feel personally that the teachers are not educated and after sitting on a panel of school patrols, they are highly over-worked; and I don't think we can rely on the teachers in this field. We would have to go beyond the field of school teachers.
- Possibly there's another area which could be reviewed and that is the violator. Possibly we can get some of this education into the schools before the youngsters could become violators.
- Chisholm I'm in full agreement with you, Sir, and we suggest this many times and when you talk to people at the level of administration and education, they agree that it would be a wonderful thing; but their argument is that they are so packed with subjects now that they haven't time. They say they have too much to do today in trying to educate the children.
- Mrs. Bohrson I am also "John Q. Public". You were talking about the home. I can name you a number of examples which happened in our rural area where I think you better do a bit of educating on the top level.
- J.A. Wood I agree, even though we have the Safety Council, I think we are lacking in education. For example -- how many people know you can't have a television in your car? Not one "John Q. Citizen" knows that you can't have a set in your car which will deflect the driver's attention. How much publicity have we got out for our citizens? We know that the majority of drivers are good drivers and obey the law; but if they don't know the law, how can they obey it. We get this thrown in our face every day of the week in enforcement. We're babying these people. If we can get the education out to them, give them law as it is written and as set out.
- Chisholm When you obtain your licence each year, you receive a little driver's handbook which is the most complete publication on traffic you can find. How many people read it? They're just too darn lazy. All the information is in this book. The education is available -- but they just don't want to be educated.
- R.M. Reavley Mr. Chairman, this is a preliminary notice of motion; That the Public Education and Action Committee intends to bring in a resolution at the appropriate time requesting the Council to set up a committee to continue a study of Traffic Court Clinics and report to Council at a later date.
- Chairman I would like to thank the members of the panel for their very worthwhile contributions as well as the members of the audience who have offered their comments.

PANEL #2: COMPULSORY VEHICLE INSPECTION

Panel Chairman: J.A. Christie, Chairman, Highway Traffic Board
Panelists: W.W. Flynn, General Manager, Saskatchewan Transportation Company
T. Ireland, Supervisor of Driver Education, Saskatchewan Safety Council
A.J. Lochore, District Superintendent, Greyhound Lines of Canada Limited

V E R B A T I M

Chairman

The 1964 schedule for the Safety Lane has just been released and copies of the schedule are available. The lane will visit about 50 towns this year. We don't go to the same town every year; several of them are alternated. In the last two years, we have gotten an inspection of about 13,000 vehicles a year. This inspection, as you know, is largely voluntary -- we supply order cards to the police department which they issue to motorists, taxi operators, city-owned vehicles and so on and we take care of these as well while the Safety Lane is in the particular locality. The balance is a purely voluntary operation.

I'd like to introduce Mr. Al Hagan, who is the driver improvement officer with the Highway Traffic Board and very concerned with the panel which just concluded. He is doing what driver improvement work there is in our department.

We are first going to show you a film entitled "One Way Left" which concerns this particular subject of vehicle inspection.

Would any member of the panel like to raise any points on the film which we just saw?

Lochore

The film was certainly very instructive and informative and brings to light that inspections are most necessary to keep vehicles in line.

Chairman

One reason for showing you the film was to let you know that it is available. Any of you who would like to show it to your respective groups, we would be glad to lend it to you and we can also provide the projector and projectionist.

The first thing that Tom might comment on is the legislation that we have in Saskatchewan and what we may still need.

Ireland

In the matter of legislation, I think first of all I would like to refer to the previous panel. Mr. Smith pointed out that there was no one cure-all in traffic accidents. Traffic safety is a combination of many factors. Engineering and Enforcement are performing their part in the overall prevention picture; but I think we have ignored one very important factor....the automobile itself.

It's generally recognized that there are 3 main factors in motor vehicle accidents --- human error, defective streets and highways, and defective vehicles. Now we're doing something about the human error part through the high school driver training program and in an indirect way, through the enforcement program. The engineers are improving the streets and highways and the only factor in the triangle which I mentioned that we're missing is the defective vehicle.

I have made a study throughout the United States and tried to make it as objective as possible. All areas in the U.S. with motor vehicle inspection have a separate Act or enabling legislation covering the inspection itself. Nearly all those with a specific

Act have a mandatory State-wide program; whereas those with enabling legislation have various programs throughout the State. These are incidental scattered programs.

In accessing the value of a motor vehicle inspection program, I think we have to consider the problem....a very significant problem....since all the vehicles are going to be using the same highways and we can't tell which ones have been inspected and which ones haven't. The legislation is an important factor in this.

Chairman

What we have now in Saskatchewan is that police officers will recognize Section 204 of the Vehicles Act which gives power to the police in this province to stop a vehicle, examine it, to permit such tests as they may deem advisable. Then if they find something defective, they may order it fixed before the vehicle is allowed to operate further. They may seize a vehicle and keep it in their possession until it is fixed. The police have very wide powers in this province to enforce vehicle inspection. We believe....although we haven't asked for a legal opinion on this point....that any city or town can set up an inspection station such as they have in Vancouver and operate their own inspection station if they wish. We think that the Act as it stands will give them all the power they need.

Looking at this ownership and operation of Stations, you saw a quick summary in the film and Tom may want to make some comments on the two methods of operating inspection stations.

Ireland

There is only one program, by the way, in operation in Canada; so we have based this study on operating programs in the United States. There are 20 areas in the U.S. who have adopted mandatory motor vehicle inspection. Three of those are State-operated and 17 are State-appointed. The difference is that in the State-appointed programs, various garages throughout the State are licensed to carry out motor vehicle inspection under the supervision of State-appointed personnel. The other program.. ..all the personnel in the State-operated are civil servants.

I noticed in the film that they compared New Jersey and Pennsylvania. In New Jersey, they have a State-owned and operated system; and in Pennsylvania, they have a State-supervised system. In New Jersey they have 30 inspection stations with 51 inspection lanes employing 37 station supervisors, 51 senior examiners and 496 examiners. In the Pennsylvania program, there are merely administrative personnel and have a total personnel of 60 -- 50 of these are State troopers specially trained to inspect the garages and officially approve them and the remainder are office personnel responsible for advising the motorists when their inspections are due. Both of these systems are aimed at being self-supporting. In the State-operated system, the charge to the motorist is used to pay the personnel and cover the cost of operating the program. In the State-supervised system, the stickers and so on are sold to the appointed garages by the State at cost of 10 to 25 cents.

The average cost in all programs to the motorist is \$2.00 per vehicle.

Chairman

Ontario has a very limited equipment and I don't think there is a charge in Ontario. Saskatchewan's Safety Lane operates at no charge to the motorist.

Lochore

Do you not find on a voluntary basis that only the people who consider their vehicles in good shape go through the Safety Lane?

Chairman

In general, we would answer Yes.

Ireland

Here's an example of that particular point. In 1963, the Jaycees sponsored the Safety Lane in Regina; and checked 1164 vehicles

over a 4-day period. From the best figures available, the vehicle population of Regina was estimated at 40,000. The number attending was 2.9% of the total vehicle population. I think there is little doubt that Mr. Lochore's observation is true. Drivers who attend a voluntary lane have a general interest in the condition of their vehicle and fully expect to have it pass.

Chairman

The matter of cost to the motorist was raised and that's a little different than the cost of the program. In other words the agency conducting the program may be charging the motorist more or less than what it is costing to operate the program. It has been suggested to the Safety Council at previous meetings that we should charge more than the program costs to give us a profit to carry on other safety work.

Ireland

This charging a little more than the program costs is pretty wide-spread. In the State of Texas, they have annual surplus of around \$5 million which they apply to other safety programs. It is important to remember that the actual cost of performing the service and the actual amount charged are not necessarily synonymous. Should we implement such a program and charge \$2.00, this would take care of any increase costs for the future.

Chairman

I have some round figures which were prepared for a proposed budget for the Government. We know for example that in Vancouver they estimate \$400,000 for a building and equipment to operate four lanes. We have no city which would be big enough to operate more than one lane. I would think from what checking done that \$100,000 is an outside figure to put up a building and equipment for a single lane. But working from a one-lane building in Regina and a one-lane building in Saskatoon, staffed with government staff and assuming that we had 100 inspection stations....that is licensed garages scattered throughout the province with similar equipment and trained help....we would consider it necessary to employ 4 inspectors to keep track of the quality of service in these 100 garages. On these assumptions, I prepared a budget which would run something like \$340,000 to inspect a 1/2 million vehicles. We could handle the passenger car population for this amount. It's likely that we would operate stations at \$2 per vehicle at one test per annum. There are some very high costs which occur in Saskatchewan....trying to operate a station through the winter months would be very costly. Heating is a very costly item we would experience in order to operate permanent stations.

We estimate we can handle 50,000 vehicles per annum through a single lane; and to get 50,000 vehicles into Regina or Saskatoon we would have to draw them in from around a 50-mile radius. The lane would have to be run about 9 hours a day and 11 months of the year. These are just very rough figures; and they are not drawn up in accordance with resolutions from this Safety Council since the resolutions stated that all inspections should be carried out in government stations. It would become quite a difficult thing to keep permanent set-ups operating and busy in smaller cities; and if you didn't keep them busy your labor costs would be completely out of line.

We know, of course, that inspections in licensed garages are done below cost because the garages would welcome the opportunity to check vehicles and get the business which would result. In any case, they have to have a building there anyway. The staff might have to be increased; and they would have to add some equipment to keep up to the standards we would set; but such things as building insurance, heat, lighting costs wouldn't be altered from their regular business. If we built government stations we would have all the costs and overhead.

With the scattered population in this province, our Board has felt up to this time that there is no other approach to it except to have licensed stations in the program.

Flynn I don't think your figures are very much out. We have 46 buses and they are inspected every day. This is equivalent to 16,790 inspections a year and we estimate that this costs us about \$16,250, which is roughly \$1 per bus. In that inspection we checked the lights, brakes, horn and tires. In addition we also do a 1250-mile check; 5,000-mile check, 30,000 and 60,000-mile check. This is over and above the Safety Lane since we do this ourselves. I know quite a few of the trucking companies do practically the same thing in a very careful inspection program. If a bus does not check out with the driver, he has a right to refuse that bus and ask for another. It must be perfect as far as he is concerned. The estimated cost of \$16,000 is just for labor per year and when you add the other costs such as heat, light, etc., then \$2.00 per vehicle is not out of line at all.

Chairman One other thing which you may comment on, Tom, is the program of checking older cars rather than new vehicles.

Ireland First, I would like to refer back to the cost aspect, in relation to this program and accidents. Again, from the report of the State of Texas....in 1951 15% of the vehicles involved in fatal traffic accidents had mechanical defects which were considered contributory factors. In 1962, after nine years operation the figure had been reduced to 5%. Similarly in non-fatal accidents, defective vehicles involved have been reduced from 12% in 1951 to 5% in 1962. This is a considerable economic saving and should be considered in overall cost. If we're going to consider cost, we must consider it from both sides.

Now on the question of old versus new....there's a study out by the Centre for Safety Education, New York University. In New York, the motor vehicle inspection program excludes vehicles up to 4 years old. They decided to have a check of these and the result was the following in five particular examples:

- With headlights, failures in old cars was 17.3% while failures in new cars was 83.4%.
- Other lights - 13% in old cars; 22.4% in new cars.
- Front end - 2.9% in old cars; 18.8% in new cars.
- Tires - .4% in old cars; 7.2% in new cars.
- Wipers - 1.7% in old cars; 4.3% in new cars.

This doesn't take into consideration such other things as glass, parking brakes, brakes, which are better on the new models. I think this example illustrates that ALL cars should be inspected rather than just the older models.

Chairman The New York law would have a lot to do with this; and it does seem to prove that vehicle inspection makes the motorist look after his car better. A man with a car up to 4 years old was not compelled to keep it in good order. Apparently the man with the older vehicle was much more compelled to keep his car in good condition. Had there been no inspection of any cars, it's not likely we would have got the figures they did in this particular survey.

We've always taken the attitude in operating the Saskatchewan Safety Lane that it was more important to check new cars than old ones. They drive farther, faster and the man who drives the new car thinks it's in good order and takes chances which the individual with the older car wouldn't dare take. We think it is highly important that new cars be checked.

Flynn There's another factor which has come to the floor in the last year or so which I think points out the need for vehicle inspection.... and this is a matter of salt erosion. I'm afraid our new cars are going to become old cars much faster. In salt erosion, you see the results of it when it gets to the outside of the car and you know what that looks like. Just double your imagination to figure out what's happening underneath where you can't see it.

J. Pinch
(Audience) Mr. Chairman, I'm pretty well satisfied that we all want compulsory vehicle inspection. Assuming that's so, I'm worried how long is it going to take to get this program into effect. It seems to me that something should be done in the meantime. In travelling the province, I've been stopped once by a policeman who has conducted a visual inspection on my car. I understand we're going to have more traffic officers this year and I think in the meantime while waiting for this program to come into effect that the traffic officers throughout the province should conduct visual inspections as much as possible. I intend to present a resolution in this regard to the meeting of the Traffic Division.

Chairman This resolution is not for presentation at this time. Mr. Pinch has made extra copies and I think the Enforcement Committee might want to look at this before it gets presented. With regard to the last part of the resolution concerning checking at Weight Scales....this is standard and required of the men who work at Weight Scales. The vehicles are checked once a month and a sticker is issued.

I believe Tom has one more point to bring up in connection with public acceptance.

Ireland Mr. Bowman, during his weekly radio broadcast, put out a questionnaire and while it only reached a select group, I think the replies are quite interesting. Five questions were asked:

- (1) Are you in favour of periodic motor vehicle inspection as a method of reducing the accident rate on our highways? The response is 100% in favour.
- (2) If you agree in principal of the checks, which of the following would you prefer? Free inspection facilities or a small charge per vehicle. Answer: free inspection - 25%
small charge - 75%
- (3) How often would you suggest that the vehicle be inspected?
Twice per annum - 74%
Once per annum - 26%
- (4) If you favour the small charge, what fee would you suggest?
\$1.50 per vehicle - 25%
\$1.00 per vehicle - 50%
- (5) In the interests of safety, should there be penalties to owners who fail to submit vehicles for inspection:
Yes - 100%

J. Sixsmith
(Audience) Can you tell me what public resistance there was in the United States when these inspection programs were first implemented.

Ireland In 1929, Pennsylvania introduced a program along the same lines of what we presently have in Saskatchewan....a voluntary program and it was so successful that next year they put in a mandatory program and it has been operating ever since. This is quite evident in the statistics as well....those areas with vehicle inspection have an accident incidence per 100 million miles of 4.55 while the other areas without program have an incidence of 5.6. This is an average for a long term.

Chairman In any statute that I've checked on, these licensed garages wouldn't have the power to impound vehicles; but perhaps in extreme cases they ought to have it.

Ireland I believe in Vancouver, they do have provision for this where the vehicle is in such poor condition. In the history of vehicle inspection in Pennsylvania they have put 340,000 vehicles in the scrapheap.

Chairman There are several States who have a vehicle inspection statute on their books. Like in Saskatchewan, they have accepted the idea in principal. These States do not have a program even though they have accepted it because no money has been allocated to it.

Dr. Williams (Audience) It has been suggested that we adopt an inspection system using specially-trained police who would inspect vehicles on the highway. I am wondering how useful this sort of inspection would be in comparison to the inspections in an officially-approved garage.

Chairman Figures are published of programs conducted in conjunction with police inspections which show they turn down 20 to 25% of the vehicles. In Vancouver or Saskatchewan....places where the special equipment is used....our average is near 65%. We must get twice as many defects through our method than by a visual check. We would presume that they miss about half the defects.

G. Hume (Audience) What problems would be created by using the personnel at the S.G.I.O. Claim Centres, where there are a lot of very competent mechanics, and try to slightly expand these facilities and establish them into an inspection station prior to licensing?

Couldn't some enquiries be made into the possibility of utilizing these facilities. These people are already skilled mechanics and this might be more feasible than trying to train policemen as someone suggested, to vehicle inspection.

Chairman I don't know whether anyone has ever considered it; but it's an interesting observation. Where these centres exist, they probably could be adapted just as easily as a licensed garage.

I would like to thank Mr. Ireland for all the material he has gotten together needed for this type of panel and I would like to thank the other members of the panel.

PANEL #3: RURAL AND URBAN ACCIDENTS

Panel Chairman: W.J. Riddell, Assistant Design Engineer, Department of Highways
Panelists: I. Brand, City Traffic Engineer, City of Saskatoon
W.W. Petersmeyer, City Traffic Engineer, City of Regina
J.M. Crawford, Traffic Engineer, Department of Highways
C. Sauer, Design Engineer, Department of Highways

V E R B A T I M

Chairman

We thought of all the previous meetings we have had and the kind of discussions conducted; and we thought perhaps we should take the whole picture of accidents....the rural and urban situation.. ..and pinpoint the more important statistics on these and what can be done about them.

Statistics, we know, are very dull. For example, I have here the 1963 Canadian Highway Safety Council statistics which in my opinion aren't worth the paper they're written on. They are reams and reams of figures and as far as I'm concerned they mean absolutely nothing. They concern different provinces, different conditions, different months.

We thought possibly we could digest the provincial statistics for the past four or five years and more or less pinpoint some of the more important ones. These statistics, we think, are important.

On the urban picture, we are going to try to show you where the majority of accidents occur in Regina. Similarly on the rural highway system, you are going to find out where you are most likely to have an accident -- on a curve, hill or intersections and so on.

We have some very expert opinions here....have two city traffic engineers one from Saskatoon and one from Regina. We have a highway traffic engineer and a road design engineer. We hope you can gain something from this and hope you will go home with at least a half dozen key points that you can use in conversation with your local groups.

From an engineering standpoint, we feel these are very important; and you should also get some idea of what we think and we are doing about these accidents.

I'll call on Jim Crawford to outline the picture for the rural accidents on our highways and municipal roads.

Crawford

Included in rural accidents are rural road accidents and the provincial highway. I have noticed in safety-minded groups that one of our biggest problems is overlooking the major causes of accidents and major types; rather than investigating people.

For example, if you are an average citizen and read the newspaper you quickly get the impression in a hurried look at the newspaper that a car hitting a train is quite important. A school youngster involved in an accident usually hits the headlines. And yet, I've read the paper on several days where there have been three or four fatal accidents none of which even got into the newspaper. If you don't delve any deeper than the newspaper for statistics, then you'll get off the track completely.

It is commonly assumed that the four points -- speed, drinking, roadside hypnosis and uneducated drivers -- are responsible for accidents. There is a lot of research being conducted in this highway safety field. These four points, in my own opinion haven't any great affect on accidents. The case of speeding, for example, contrary to what most people think -- slower drivers are a greater hazard than the faster ones. In rural areas, drivers proceeding slower than 40 mph and possibly those higher than 80 mph are the most dangerous drivers. Drivers driving between the

range of 45 to 70 mph are apparently the safer drivers.

Another research report studied three groups of drivers. One group was slower than average; the average-speed drivers; and the much faster than average.

These groups of drivers were checked against their accident and conviction records. Their prosecution records showed that the slower drivers had less convictions and the fast group had a great amount of prosecutions. However--- when their accident records were checked, there was no significant difference in any of the involvement rates of the three groups. This may prove that speed really does not solve all our problems. I think the more we emphasize speed, the more we miss the boat!

I think we might be able to do something about the drinking driver and pedestrian but I don't think anything would be very significant.

We did a little study on roadside hypnosis. Some research might indicate that lots of curves tossed into a roadway might make it more safe. We were able to pull out 8 Saskatchewan highway control sections where all conditions other than the number of horizontal curves were comparable. These were all roads built within a year or two of each other and all have rather narrow shoulders and built of the same design and speed standards. The only difference was that one group had remarkably more horizontal curves. Contrary to the roadside hypnosis theory, the ones with curves had a 50% percent higher accident rate. This is an indication of one of the old theories not having any concrete basis.

Another study conducted on highway hypnosis was done by the United States Army. Tests were made of reactions and it didn't seem to matter what time of day or how long they had been driving, the reactions seemed to be about the same. Again....indicating that the basis of hypnosis theory may be incorrect.

Other typical examples of emphasizing the wrong thing is Safe Driving Week, of course. One of the main attempts of the Council and other safety organizations has been to sell safety. Safe Driving Week, every year, has been experiencing more accidents. I think I'm right in saying that people are sold on safety; and I don't think it can be sold more than it has already.

One-half of 1% of accidents are at railroad crossings; yet we spend the sum of \$20 million a year in Canada putting in signals and markings. To give you an indication of how important this is in the overall accident picture, there are almost as many accidents on Albert Street & Victoria Avenue in Regina a year as there are railroad crossing ^{accidents} / all over entire Canada.

School Zones are another problem. From the statistics, it would appear there are about 8 school zone accidents to children in Sask. in one year. I'll be generous and say 20. But at any rate, 20 out of 14,000 accidents is rather small and yet we are well aware of how much safety effort is emphasized at school zones. For example, stray animals on the road cause about 100 times as many accidents as involving children in school zones; yet in my experience with the Safety Council, I haven't heard any one even mention the fact that animals were a problem.

On the rural highway system, the accidents are actually decreasing; while the rate on other roads is increasing. It is increasing faster than the accident rate on rural highways is going down. The provincial highway system has an accident rate of about 1/3 of that of other rural roads --- that is the R.M. roads. I'm fully convinced this is largely due to geometric design and better highways. However, on the other hand the provincial highway system has a large problem of fatal accidents. From the rural accident problem, we should emphasize the fatals much more than the ordinary non-fatal accidents.

Almost half of our fatal accidents were the non-collision ruralinvolved one single vehicle. In the rural highway system, a large percent of the two-vehicle fatal accidents are head-on collisions. These two types of accidents, in my opinion, should require much more attention; and minor accidents in school zones and railroad crossings could be ignored to a much greater extent.

The most pressing necessity, other than more concentration, should be on safety research. From one report I have, it estimates that approximately \$11,000 is spent on research for every person killed by polio and 50¢ for every person killed in automobile accidents.

I believe there's far more money being spent on propaganda such as Safe Driving Week, Elmer the Elephant, etc., than there ever will be spent on safety research.

There's another problem which may be just as pressing as the lack of research and that is the lack of people who read the research. There's quite a bit of research being conducted and I certainly would encourage every one to obtain all that is available.

To look at the brighter side of what can be done to reduce rural accidents....I have listed several things which, I think, are all proven by research:

Improve vehicle design -- this offers a great deal of possibility for improvement. There's a fantastic number of accidents caused by little collisions at speeds of ten miles per hour where damage results from bumpers. This could probably be eliminated by some type of bumper which could take the shock. More shock-absorbing features are required. There's more scope of improvement in vehicle design than in any other field which we can be involved in right now.

There is 3 times the accident rate on non-paved roads. This can't all be attributed to the paved surface; but it appears.

Improvements in Geometrics -- I think we have got to go even further in this respect. Three things which will be the trend for more safe highways are: horizontal curves; vertical-crest curves and side-slope design.

Stray animals on the highway is a good research topic. There were 639 accidents caused by vehicles hitting animals on the road, last year. We should probably get more data and investigate this number of accidents.

Chairman

Thanks very much, Jim. You may feel a bit perturbed about some of the figures we are giving and may want to dispute them. But some of this is deliberate on our part since we want to focus your attention on these statistics and on what we think are the more important accidents which might be reduced. So if you are offended, we don't really mean it. I'll now call on the City Traffic Engineer for Saskatoon, Ian Brand to discuss the urban accident picture as he sees it from his experience.

Brand

Thank you, Chairman Bill. This afternoon, ladies and gentlemen, I am not going to take quite the same approach as Mr. Crawford did on the rural accident picture; however I am going to give you some of the interesting results we have compiled for the City of Saskatoon for the year 1963.

As most people do, when they become involved in a traffic accident, they only look at their own immediate personal problems. To me, as a traffic engineer, these are added to our statistic total. By becoming a statistic -- whether it is a simple \$100 property damage accident or a fatal accident -- we do the same detail study for each one. I might say that at the present time, in the Province

of Saskatchewan, there is no official investigation carried out on any of the more serious accidents. The majority of urban accidents are of the property damage type -- these are reports of \$100 or over.

In 1963, in Saskatoon, 2,092 out of 2,609 were of the property damage type. It is interesting to note that in 1963 an average of 7 accidents occurred each day in the city. These figures which I am quoting for Saskatoon, are fairly comparable for the City of Regina. In Saskatoon, we had one pedestrian injured every 5 days and one driver or passenger injured once a day. We had one cyclist injured in the city every 14 days; and we're fortunate in 1963 with one person killed every 46 days.

Sixty-six percent of our accidents occurred during the daylight hours. These statistics are very cold facts....and 2,691 accidents is a lot of accidents. Let's see where they are occurring and what measures can be taken to reduce the number.

In Saskatoon, mid-block accidents accounted for 39% of the total accidents....and also accounted for 35.3% of the injury accidents. It is true that intersections do have a large percentage of accidentsthey have 57% of the injury-type accidents. I'll break down the various types of intersections since there are various kinds....

Intersection Accidents:

Traffic signalled	- 17.2%
Stop signs	- 18.5%
Warning signs	- under 1%
no controls	- 15.8%

There are two types of accidents which command the most attention -- these are the rear or tail-end type of accidents which accounted for 725 accidents or 27% of our total. The right-angle type -- 723 accidents or 26.9% of our total. It is natural that these major type accidents do not occur at the same location.

The most likely place for a tail-end collision to occur is at a traffic controlled intersection; stop sign; and then between intersections where people are travelling too close. Right-angle accidents occur predominantly at street intersections with no controls.

The next most common occurring moving accident is the side-swipe. This is where two cars are going down the road either in the same direction or opposite. This accounted for 15% of our total last year.

Left-turn accidents are much publicized and you hear that they are the worst type accident and yet we only had 10% of these in our total. The majority of these occurred at traffic signals controlled. We had 256 left-turn accidents last year --- 52% of these were at the traffic signals.

In urban centres, the accidents vary directly with the weather. December, January and February are the worst driving months when our accident picture soars. May, June, July and August are the best traffic months.

If you're going to have an accident and become a statistic, the most likely time you will have this accident is between 4 and 6 p.m. and this will likely happen on either Friday or Saturday when we have 41% of all our accidents occurring. The safest day, as you probably realize, is Sunday and the safest time to drive is between Tuesday and Thursday at 5 to 6 a.m. in the morning.

Statistics are very good; but they are of no value if they're just printed and then filed. Now, how do we use statistics in engineering? Well, just to mention a few....we use accident statistics in the

installation of traffic signs and signals; we supply this information to the works division so that they can improve their sanding for snow and ice control during the winter months; we also use this to improve our street and highways geometrics.

To expand a little more of these three items....for signs and signals, we do a study on every intersection where there are four or more accidents in a year. If we can see any definite pattern established, we usually can find some particular thing which will improve the situation. Contrary to the majority of belief, installation of traffic signals will NOT necessarily reduce accidents; in fact, in all likelihood accidents will increase. In reading accident reports, we find that people may claim they could not see the signal; so we immediately check the area. We think we have improved visibility in Saskatoon by installing overhead signals right in front of the major driving lanes.

By an analysis of the winter accidents, it is possible to recommend the locations where more snow and ice control measures should be taken. This is done through our works division. In Saskatoon, 95% of the time we use up to 10% salt and sand....some centres are using up to 100% salt. We have not found this necessary as yet. It must be realized that the operation of salt is only effective in milder temperatures.

During the last few years, arterial streets in major centres have been improved by reconstruction and improving street geometrics. So you see that improved street geometrics do reduce accidents -- not only in numbers but in cost.

I could mention numerous topics, through accident statistics, which prevent accidents; however there is not sufficient time. Today, I wanted to basically discuss the accidents in Saskatoon and what we in engineering are trying to do to reduce these accidents.

Contrary to figures that I read in a paper presented fairly recently to the Safety Council, which stated that Regina was a safer place to drive than Saskatoon, I checked Regina's last year accidents and rated them similar to the system used at Northwestern University. In figuring out Regina's points, they had 4,456 points; Saskatoon had 4,216 points.

Chairman

We'll now call on Warren Petersmeyer, city traffic engineer for Regina to speak briefly on the situation in this city.

Petersmeyer

I want to point out one thing -- Saskatoon, last year, had 2,609 accidents; Regina, 2558 -- and Saskatoon has fewer vehicles registered.

In our statistics, we do use a similar form and put out a pretty voluminous report. I think we're beginning to make more use of the information all the time. We're finding, of course, that the young age groups are the ones having the accidents. We are having more of them at the time between 4 and 6 p.m. on Fridays and Saturdays. This is exactly what you would expect and this is how they work out. So I won't go into all the details of statistics; but there are a couple of points which are significant; yet I don't know whether we can do too much about them.

Out of our 2558 accidents, approximately 800 of them occurred on snowy and icy surfaces. This is a problem and I'm sure you will be hearing more about it. We have experimented with various combinations of salt and sand; and we may now be getting the driving surfaces better but we're ruining the cars and pavement.

I would like to comment also on rear-end or tail-end collisions. We had 680 out of our total number; so we had about 26% rear-end accidents. There is really nothing we can do about some of these. They are simply a question of people following too close. The only remedy I can see is bumpers that meet and have some shock-absorbing qualities. I don't think we can cut out completely rear-end collisions. Our right-angle accidents were 840 for last year. These are our two major-type accidents.

Our accident rate in Regina has gone up, excluding 1963, almost in direct proportion to the increase in vehicle registrations. So for a period of 1959 to 1962 vehicle registrations went up by a total of 15%; accidents increased by 13% over this period.

I do want to point out briefly that when you discuss the number of accidents at an intersection, you should have some idea of the number of vehicles which have gone through that intersection. Our worst accident intersection in Regina is Albert & Victoria -- and we have about 25,000 vehicles a day through that intersection; and over the year we had about 30 accidents at this particular intersection. To cause those thirty accidents we had 11,000,633 vehicles through the intersection; so percentage-wise, this isn't a particularly significant number of accidents.

What we're hoping to do now is -- we list our worst intersections which include any intersection with more than 5 accidents, and a check is made of various possible hazards which could be causing the accidents. This is just one aspect and I admit that we haven't used the information as much as we should have in the past; but we hope to make considerably more use of it to try to keep the accident figures down to a minimum.

Chairman

We will now go on to Carl Sauer, who is the road design engineer with the Department of Highways. Carl is going to talk about the engineering road design aspect -- primarily on rural highways.

* * * * *

Mr. Sauer presented a series of slides and diagrams showing what is involved in highway design. (Mr. Sauer's comments not available due to recorder difficulties.)

FIRST MEETING
of the
SASKATCHEWAN SAFETY COUNCIL

Friday, April 24, 1964

Chairman: Dr. Norman Williams

Considerable discussion was had regarding the function and operation of the comprehensive Safety Council and the new Divisions now established within the organization.

It was agreed that 1964 would be a year of learning and growing and major policies concerning finances and operation would have to be decided upon by the new general Executive of the Council. It was also agreed that the main object of today's meeting was for all Divisions and agencies to meet together to consider doing something about the prevention of accidents in Saskatchewan under one general organization.

It was explained that all Divisions will be asked to submit promotional budgets to the Treasury Board for consideration and allocation will be made according to the amount of monies available. It is hoped that in future, Divisions will not be required to concern themselves with financial matters leaving more time for programme planning. The financial matters of the Council will be the responsibility of the Treasury Board and Council Executive where all Divisions are represented.

The newly-elected Division Chairmen were asked to comment on their respective meetings and report on the election of officers.

FARM - Dr. C. D. Stewart reported that nineteen persons will make up the Directorate for the Farm Division --- these persons represent various fields such as implement dealers, agricultural representatives, etc. Mrs. Muriel Bohrsen was elected vice-chairman; E.H. Anaka, secretary; and Mrs. I. Oberg, finance chairman. Various possible programs were discussed at the meeting and it was hoped that within the next year certain matters concerning the operation of the Council will be clarified. Mrs. Bohrsen was also appointed to represent the Division on the Nominating Committee with regard to the Executive of S.S.C.

TRAFFIC - J. M. Crawford reported that twelve new persons were elected to the slate of 24 Directors of the Division which is split into one and two-- year terms. Other officers elected were Vice-Chairmen: W.G. McInnis (Education), R.G. McWhirter (Enforcement) and V. Sotropa (Engineering). Mr. R.D. Mahara was elected finance chairman and R.M. Reavley represented the Division at the Nominating Committee meeting. It is planned to consider a new Constitution for the Division during the next year.

HOME - Mrs. O.O. Jackson presented the names of officers elected for the Home Division: Mrs. J. Woods, vice-chairman; Miss G. Adams, secretary; and O.J. McNeill, finance chairman. Mr. W.E. Bolton was the Nominating Committee representative. The suggested Constitution was accepted with minor changes. The present number of Directors is 13 and the Constitution leaves room for an increase to 15 persons, with terms split on a one-two-three year basis. Meetings will be held quarterly alternating between Regina, Saskatoon and Moose Jaw. The Division's program for the year will be decided upon at the next meeting to be held during May.

RECREATION - Bevan Lawson reported on the inaugural meeting of the Recreation Division. Mr. E.L. Paynter was elected vice-chairman; V. Wilson, secretary; and C.G. Leibel, finance chairman. Mr. Paynter attended the Nominating Committee meeting on behalf of the Division. The suggested Constitution was studied and accepted in principle. Meetings will be held at the call of the Chairman and a minimum of two meetings will be held each year -- preferably in March and September. An executive meeting will be held during May when all members will be asked to submit suggestions concerning programs. It was agreed that the Division would progress slowly and not get too involved in the immediate months ahead.

OCCUPATION - A. J. Ross stated it was decided that this Division would not become actively engaged in programs immediately. No definite conclusion was made concerning the Constitution and further work will be necessary on this matter. It was felt that the Occupation Division holds a lot of responsibility and diplomacy will have to be used in order not to tread on any other safety programs already being conducted in industry. Mr. I. Moore was elected vice-chairman; R.L. McPherson, secretary; and G.M. Harris, finance chairman. Mr. Harris also represented the Division at the Nominating Committee meeting.

COLLEGE & SCHOOL - Dale Shockey reported that the Division Constitution was considered and accepted with some amendments. It is planned to hold four meetings a year and a promotional program will be set out at the next meeting. Vice-chairman is J.H. Richards; secretary, A. Robb; and finance chairman, W. Rohac. Mr. G. Revell represented the Division at the Nominating Committee meeting. Mr. Shockey requested the assistance of all delegates in suggesting matters for possible consideration by the Division. He believed it was only by all Divisions co-operating and working together that the aims of the Council will be achieved.

RESOLUTIONS

(T.B. Gentles)

That the Provincial Auditor be requested to act as the official auditor of the Saskatchewan Safety Council
CARRIED

(Dr. P.B. Peacock; W.G. McInnis)

Whereas the Bylaws of the Saskatchewan Safety Council do not provide for the collection, management and distribution of assets held by the various Divisions making up the Council; and
Whereas financial contributions may be granted specifically to the work of a Division;

Be It Resolved that the Board of Directors of each Division be held responsible at present for the management of assets held by their Division until the Executive of the Saskatchewan Safety Council can discuss this matter in more detail; whereupon the Executive be authorized to act on their recommendations and report back to the whole Council for confirmation at the Annual Meeting in 1965; and
in the event of agreement not being reached by the Executive, the President is instructed to call a special meeting before October, 1964.

CARRIED

Be It Resolved that the Constitution be accepted as a working Constitution and that a continuing committee consisting of the Executive be set up to deal with amendments. The amendment committee will meet as it deems necessary. The committee will exist as such until the 1965 Annual Meeting at which time an acceptable Constitution may be passed after which time Bylaws will be amended only as provided in the Societies Act as outlined in Article VIII.

(V. Sotropa; R.G. McWhirter)

CARRIED

REPORT OF NOMINATING COMMITTEE

E.L. Paynter, chairman of the Nominating Committee, reported that a meeting was held with representatives of the Divisions to consider the positions of President, Vice-President and Treasurer of the Saskatchewan Safety Council. In accordance with the Bylaws of the Council, the 6 Division Chairmen automatically become members of the Council's Executive and the General Manager automatically is the Secretary.

Nominated for the Executive positions were:

President - Mr. A. G. Stewart, Manager
Manufacturing Department
Imperial Oil Enterprises Ltd.

Vice-President - Mr. Christian Smith, Director
Health & Safety Education Division
Department of Public Health

Treasurer - Mr. J. R. Biggs, Manager
Huron & Erie - Canada Trust

Secretary - Leonard S. Bowman
General Manager
Saskatchewan Safety Council

It was moved and seconded that nominations be closed.

CARRIED

Chairman declared the slate presented by the Nominating Committee as elected.

COMMENDATIONS

Christian Smith moved a special vote of thanks to Mr. Bowman, Tom Ireland, Miss Zvanchuk and the Council staff for their hard efforts and splendid planning of the Conference.
Unanimously Carried

The Benediction was given by Rev. Father M. Vezer.

Meeting Adjourned.

B E N E D I C T I O N

Bless O Lord God, the intentions and efforts, the deliberations and decisions of the Saskatchewan Safety Council that with Thy Grace they may bear abundant fruit.

Thou has created Man with an intellect that enables him to invent machines and drugs, and faster and faster means of transportation. Help us never to abuse these inventions to the detriment of our fellowman endangering their health and lives.

Grant O Lord, that through our endeavours we may always better realize our responsibilities to be alert to dangers and also to instill in others a sincere respect for all human beings --- for their safety, their health, their life, their property --- being mindful of Thy Commandments.

Grant that the true love of Thy neighbor, whom Thou hast made to Thine image and likeness, may prompt us always to be considerate, kind and courteous towards other drivers. Help us to always place our trust in Thee to guide us and to protect us from all dangers so that we may not rely on luck or superstition but on Thine Devine Providence.

Help us to acquire good habits of safety to act under all circumstances with prudence and sobriety, with caution without hesitation, with alertness and foresight in accordance with Thy Will.

Bestow Thy Blessing O Lord upon us all and upon the noble endeavours of the Saskatchewan Safety Council.

REGISTERED DELEGATES

Miss Gladys Adams
Health Educator
Department of Public Health
Regina

E.H. Anaka
Senior Sanitary Officer
Melfort-Tisdale Health Region
Tisdale

Dr. C.H. Andrews
Saskatchewan Medical Assoc.
Prince Albert

Mrs. T.H. Babcock
United Church Women
Saskatchewan Conference
Regina

Mrs. D. Bateman
Homemakers Clubs of Sask.
Moose Jaw

Dr. S.C. Best, Director
Child Health Division
Department of Public Health
Regina

J.R. Biggs, Manager
Huron & Erie - Canada Trust
Regina

R.D. Blackburn, Secretary
Saskatchewan Government
Insurance Office
Regina

Mrs. Muriel Bohrsen
Hanley

W.E. Bolton
Secretary-Manager
Electric Service League
of Saskatchewan
Regina

S.W. Boyd
Melfort Agricultural Society
Melfort

J.N. Braidek
Saskatchewan Wheat Pool
Regina

I. Brand
City Traffic Engineer
Saskatoon

R. Law
Intercontinental Packers Ltd.
Regina

C. Casswell, Ag. Rep.
Department of Agriculture
Melville

H.S. Casswell
Chief of Police
Estevan

D.C. Chisholm, Inspector
Traffic Division
City Police Department
Regina

J.A. Christie, Chairman
Highway Traffic Board
Regina

A.D. Connon, Commissioner
Workmen's Compensation Board
Regina

J.D. Connor, Secretary
Saskatchewan Urban Municipalities
Association
Regina

Mrs. J. Cooper
Saskatoon

J. Cooper, President
Saskatoon & District Safety
Council
Saskatoon

J.M. Crawford
Traffic Engineer
Department of Highways
Regina

S.F. Cunningham
Chief of Police
Swift Current

Miss Maureen Day, President
Convent of the Child Jesus
High School Safety Council
North Battleford

Miss Cheryl Doidge
Convent of the Child Jesus
High School Safety Council
North Battleford

W. J. Eddy, Zone Manager
Chrysler Canada Limited
Regina

W.J. Fitzsimmons, Supt.,
R.C.M. Police
Regina

W.W. Flynn, General Manager
Saskatchewan Transportation Co.
Regina

R.J. Genereux
Planning Engineer
Department of Highways
Regina

T.B. Gentles
Design Engineer
Department of Highways
Regina

A. Greenfield
Saskatchewan Wheat Pool
Nokomis

J. Greening, Director
Saskatoon Collegiates
Driver Education Program
Saskatoon

P. Haffner
Executive Director
Greater Winnipeg Safety Council
Winnipeg, Manitoba

R. Hardie
R.M. of Qu'Appelle #157
Qu'Appelle

G.M. Harris
Safety Supervisor
Saskatchewan Power Corporation
Regina

J.C. Henshaw, Manager
Safety Supply Company
Regina

G.A. Hume, President
Moose Jaw Safety Council
Moose Jaw

Mrs. O. O. Jackson
Vice-President
Saskatoon Safety Council
Saskatoon

Miss W.M. James
Regional Director
Victorian Order of Nurses
Regina

Mrs. K. R. Jefferies
Health Educator
Moose Jaw Health Region
Moose Jaw

D. Jewitt
Highway Traffic Board
Weyburn

L. King, General Manager
Saskatchewan Retail Implement
Dealers Association
Prince Albert

M.A. Kirk
Health Educator
Department of Public Health
Regina

J.P. Kot
Director of Safety Services
Department of Labour
Regina

B. Lawson
Swimming & Water Safety Division
Red Cross Society
Regina

G.W. Lazarenko
Information Branch
Department of Industry
and Information
Regina

C.G. Leibel
Queen City Midget Football Club
Regina

W.T. Lewington, W/O
RCAF Station Safety Council
Yorkton

A.J. Lochore
District Superintendent
Greyhound Lines of Canada Ltd.
Regina

F.W. Maddex
United Grain Growers
Regina

S.T. Malach
Advertising Manager
Western Tractor Limited
Regina

B. Miller
Chief Traffic Officer
Highway Traffic Board
Regina

I.E. Moore
Saskatchewan Federation of Labour
Regina

C.W. Morrow
Imperial Frontiers
Mossbank

B. McClelland
Department of Industry and
Information
Regina

W.G. McInnis
Chief Automobile Accident
Insurance Underwriter
Saskatchewan Government Insurance
Regina

O.J. McNeill
Saskatchewan Pharmaceutical
Association
Regina

R.L. McPherson
Chief Inspector of Mines
Department of Mineral Resources
Regina

R.G. McWhirter, S/Sgt.
R.C.M. Police
Regina

F.C. Nagel
General Manager
Regina Flying Club
Regina

G.L. Newman
Saskatchewan Trucking Assoc.
Regina

E.C. Nicholson
Department of Natural Resources
Prince Albert

Mrs. I. Oberg
Saskatchewan Farmers Union
Hendon

E.L. Paynter, Director
Wildlife Branch
Department of Natural Resources
Regina

Supt. J.A. Peacock
Past-President
Saskatchewan Highway
Safety Council
Regina

Dr. P.B. Peacock
Regional Medical Health Officer
Saskatoon Rural Health Region
Saskatoon

J.W. Peart
Peart's Hardware & Marine
Regina

H.J. Penner
Safety and Road Supervisor
Soo-Security Motorways Ltd.
Winnipeg, Manitoba

W.W. Petersmeyer
City Traffic Engineer
Regina

J.V. Pettigrew
Boxing Commission
Regina

J. Pinch, Manager
Saskatchewan Motor Dealers
Association
Regina

J.O. Probe, Director
Saskatchewan Emergency
Measures Organization
Regina

H.A. Purdy, Manager
Saskatchewan Chamber of Commerce
Regina

P. Raeside
The Leader-Post
Regina

R.M. Reavley
Safety Supervisor
Department of Highways

L. Reimer
R.M. of Cory
Saskatoon

B. Reschke
Co-operative Insurance Services
Regina

G. Revell
Driver Instructor
Melfort

J.H. Richards
Chief Dwelling Underwriter
Saskatchewan Government Insurance
Regina

W.J. Riddell
Assistant Design Engineer
Department of Highways
Regina

W. Rohac, Const.
City Police Department
Regina

A. Robb
Regina Collegiate Institute Board
Regina

A.J. Ross
Safety Director
Kiewit-Johnson-Poole
Cutbank

C. Smith, Director
Health & Safety Division
Department of Public Health
Regina

Mrs. G.R. Schmidt
Saskatoon

G.R. Schmidt, President
Saskatchewan Fish & Game League
Saskatoon

D. Shockey
Saskatchewan Teachers Federation
Saskatoon

V. Sotropa
Reflective Products Representative
Minnesota Mining & Manufacturing
of Canada Limited
Regina

Mrs. T.M. Spencer
Provincial President
I.O.D.E.
Regina

E.W. Stevenson
Director of Safety
Workmen's Compensation Board
Regina

A.G. Stewart, Manager
Manufacturing Department
Imperial Oil Enterprises Ltd.
Regina

Dr. C.D. Stewart, President
Agra Vegetable Oils Limited
Nipawin

J.W. Stutt
Moosomin Safety Council
Moosomin

T.J. Tallon
Traffic Safety Equipment
Viscount

D.A. Todd
Crown Solicitor
Department of the
Attorney General
Regina

G. Tumbach, President
Saskatchewan Trucking Safety
Council
Moose Jaw

J.G. Hamilton, President
Saskatchewan Association of
Rural Municipalities
Pense

Mrs. R.M. Ward
Corresponding Secretary
Women's Safety Council
Moose Jaw

D.J. Wardrop, Insp.
R.C.M. Police
Regina

L. Wilkinson, Secretary
Saskatchewan Association of
Rural Municipalities
Regina

Dr. N. Williams, Director
Occupational Health Branch
Department of Public Health
Regina

V. Wilson
British American Oil Co. Ltd.
Regina

J.A. Wood, Inspector
Traffic Division
City Police Department
Saskatoon

R.J. Wood
Weyburn-Estevan Health Region
Weyburn

Mrs. J. Woods
Occupational Health Nurse
Department of Public Health
Regina

W.G. Yanicki, Cpl.
RCAF Station Safety Council
Dana

L.S. Bowman
General Manager
Saskatchewan Safety Council
Regina

T. Ireland
Supervisor of Driver Education
Saskatchewan Safety Council
Regina

Miss Eleanor Zvanchuk
Coordinator of Women's Activities
Saskatchewan Safety Council
Regina

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