

A N N U A L M E E T I N G

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SASKATCHEWAN SAFETY COUNCIL

PROGRAM

and

ANNUAL REPORTS

Hotel Saskatchewan

April 18, 19, 20

A N N U A L M E E T I N G

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S A S K A T C H E W A N
S A F E T Y
C O U N C I L

P R O G R A M M E

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APRIL
18-19-20th
1968
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: Hotel Saskatchewan

1967-68

Slate of Officers

Past President.....A. Garfield Stewart
President.....J. O. Dutton
1st Vice-President..D. B. Furlong
2nd Vice-President..Christian Smith
Treasurer.....W. M. Simms
Chairman, Traffic...R. G. C. McWhirter
Farm.....C. G. Casswell
Home.....Miss Gladys Adams
Recreation..M. N. Roome
Occupation..G. M. Harris
College &
School.....Mrs. Anne Davidson

XX

APRIL 18, 1968

Hotel Saskatchewan

Wascana Suite

3:00 P.M.

Reception for Mrs. Gladys Beattie
General Manager New Brunswick Safety Council

XX

Board of Directors Meeting

APRIL 18, 1968

Victoria Room

7:30 - 9:00 P.M.

XX

Safety Council Suite

No. 338

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REGISTRATIONS: 8:00 - 9:00 A.M. Friday and Saturday, Convention Floor.

ADVANCE REGISTRATION: 7:00 - 9:00 P.M. April 18th, 1968,
Convention Floor.

[illegible]

SASKATCHEWAN SUITE - Hotel Saskatchewan Friday, April 19, 1968

Invocation.....Rev. Wm. J. Moore
Introductory Remarks...J. O. Dutton
Official Ceremony
Greetings,
 Province of Sask....
 City of Regina.....Mayor H. Baker
Ceremony Regina School
Patrol.....Sgt. W. Rohac
Announcements
Recess for Coffee

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Host - Saskatchewan Transportation Company
Convention Floor Fover

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HOME DIVISION

K. Izumi.....Architect
Alderman Mrs. J. R. Hoag
Terry Smith.....Boychuk Construction

[illegible]

COLLEGE & SCHOOL DIVISION

Joseph Soehn.....Parent
Supt. D. Chisholm.....Regina City Police
Don Todd.....Regina Lawyer

12:30 - 2:00 p.m. Keynote Speaker: E. C. Leslie, Q.C.

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Hotel Saskatchewan

10:00 - 10:15 a.m. Coffee: Host - Greyhound of Canada
Served in meeting rooms.

[illegible]

BOARD OF DIRECTORS MEETING

5:00 p.m. Election of Officers

Saskatchewan Suite

ANNUAL DINNER

Qu'Appelle Suite

RECEPTION 6.15 - 7:00 p.m.

DINNER 7:00 p.m.

Host: The Saskatchewan Safety Council

Community Singing - conducted by Male Voice Choir

Concert.....Regina Male Voice Choir

Illustrated Address....Uganda Adventure
Tom Gentles, Narrator

[illegible]

NOTES

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SASKATCHEWAN SAFETY COUNCIL

PRESIDENT'S REPORT FOR

1967-1968

The year 1967 marked the end of a very important function of the Saskatchewan Safety Council. Since 1959, S.S.C. led the way in Canada in High School Driver Training. During the period, 20,908 students received this training.

A great deal of credit is due Mr. Bowman, Mr. Ireland, and the many Instructors involved, throughout the Province. I think it can be said, without fear of contradiction, that Saskatchewan has had the advantage of the best High School Driver Training Program in Canada.

Since September, 1967, the Department of Education has assumed the responsibility for training High School Students. No doubt their task has been somewhat simplified by the groundwork laid by the Saskatchewan Safety Council.

The loss of this project has, however, created serious problems for the Council. The loss of the Driver Training Grant has impaired our financial position and substantially reduced our reserve account. We are, therefore, faced with two alternatives.

1. Obtain additional funds to replace the money lost as a result of the discontinuance of the Driver Training Grant.
2. Cut back on operations.

This is a problem for the incoming Executive. However, I hope that they will be able to obtain additional grants to replace those lost, to enable them to carry on the good work of the Council without reducing any programs, or reducing staff.

This marks my last year as President, and I want to thank Mr. Bowman, Mr. Ireland and staff members of the Council, as well as the various committee chairmen and all those in their committees, who worked for the good of the Saskatchewan Safety Council.

It has been a pleasure to have served as President, and if I can be of any assistance in the future, I invite the incoming Executive to call on me.

Respectfully Submitted,

J. Q. Dutton,
President.

SASKATCHEWAN SAFETY COUNCIL

Report of the General Manager
to the Annual Meeting
April 20, 1968

Mr. President;
Ladies and Gentlemen:

THE TENDENCY is to dispense with much of the information concerning that which has been done in the past and to concentrate on the main business at annual meetings which is to appoint or elect people into positions who will accept responsibilities for the ensuing year to get on with the job.

THERE IS MERIT in this and another year a different approach to the submission of annual reports might be considered. The time-worn practice will be followed to briefly mention some of the activities for the past fiscal year.

THERE HAVE BEEN an insufficient number of hours to accomplish the full capabilities and duties of our organization. The development has been gradual and the six divisions have many permanent projects. There are those programs such as Elmer the Safety Elephant, the Saskatchewan Pedal Pusher Club, Baby Sitting Programs, Reflectorized Bicycle Licenses, the Defensive Driving Course, the Mile Swim Award - all serving a purposeful need.

WE CONTINUALLY form the link in the safety chain across Canada by being of assistance to other provincial safety organizations and also by gaining from other projects and programs that can be used advantageously in Saskatchewan. We have been pleased to extend assistance to the re-organized New Brunswick Safety Council. The Jaycees in the City of Halifax recently requested our assistance in the formation of the City of Halifax Safety Council. The Greater Winnipeg Safety Council has contacted us on several occasions for information and we ourselves make use of projects such as the British Columbia Safety Council Elderly Citizen lighted canes, the Alberta Safety Council's visual aid T.V. projects. Through the support of the Ontario Safety League we have had Mr. Ernie Taylor visit the Province in regard to Boating Safety.

IDEAS ARE ABUNDANTLY received through our contact with the State and Provincial Safety Co-ordinators, the National Safety Council, U.S.A., the Royal Society for the Prevention of Accidents in Great Britain, the New Zealand and Australian Safety Councils, the South African Safety Council and so on. Our connection with the National Safety League of Canada and the Canadian Highway Safety Council is valuable also we are in touch with the Industrial Safety Association. It is pleasing to note that these three organizations will come under one roof hopefully this year.

THE BIG PROBLEM is to keep abreast with the research and progress being made in accident prevention but fortunately, with our Molson Library and the agencies throughout the world which answer our requests and place us on their mailing lists for current publications, we are able to receive the latest studies and opinions. This material comes as a remarkable source of reference to complete radio broadcasts which are prepared by staff and broadcasted daily over CBK at 7:20 a.m. This is a time-consuming project but it is having results.

OUR RELATIONSHIP with the news media is an appreciably happy one and Target 68 has become accepted. This Target program is by no means in full swing but before the year is out its affects should be felt.

AT TIMES, the two telephone lines into the Council's offices are inadequate to handle the numerous calls. Some are for information others for personal assistance and this service alone cannot be weighed. Nevertheless the feeling to be wanted as a safety council is the compensation the staff receives in performing daily tasks so different to most jobs.

AN OPPORTUNITY CAME to argue the point that safety slogans in a worth-while form have their place when invited to be on a panel at the 10th Western Canada Traffic and Parking Association held in Prince Albert, November 8th, 9th, and 10th, 1967 and views were obtained from other spots on the Globe. At the same convention, Bob McWhirter described the Traffic Division's Defensive Driving Course.

TO TALK ABOUT STANDARDS and to recommend them is one thing but to have the opportunity of seeing how they are reached is another. Through CHSC, Provincial General Managers during their Annual Meeting in Ottawa in January were invited to visit the Canadian Standards Association buildings in Rexdale, Ontario. This contact makes one more appreciative of contacts previous made through the mail and it is to be noted that Jack Syrnys is our representative for Tire Standards, Charlie Liebel for the Bleacher Seats program and my lot is Chairman of the Midway Rides program. Christian Smith is on the committee for Slow Moving Vehicle Emblems. Bob McWhirter is our representative on the Canadian Government Specifications Board.

TOM IRELAND gave a good account of himself at the 11th Western Farm Safety Conference as well as Christian Smith, who was a guest speaker, held at Winnipeg last March.

IN MAY '67, Al Hertz of Hertz Bus, Southey, suggested a School Bus Rodeo. With Al footing the bill on September 17th the First Provincial School Bus Rodeo was held at the Regina Armouries. Jim Connor was Co-chairman of the event with Mr. Hertz and the support received from members of the Traffic Division, R.C.M.P. and City Police, the Regina Fire Department, Saskatchewan Motor Club, Regina Boy Scouts Association, Regina School Patrols, P.F.R.A., Saskatchewan Trucking Association and many others were outstanding.

CENTENNIAL WILL BE REMEMBERED by some 140 young persons who were chosen from all parts of Canada to participate in the first All Canada Conference of Young Drivers. With the assistance of the Saskatchewan Youth Council and the 4-H Clubs, 14 were chosen to attend a zone conference at the Vagabond Inn, Regina, with delegates from Manitoba and Southern Alberta and then 12 were invited to a week-long Conference at the Carleton University, Ottawa, August 7 - 11 culminating with a day at Expo. Mrs. Bridget Svec was in charge of all the arrangements and Provincial General Managers were called upon to be chaperons. The outcome is the formation of a National Youth Safety Council with Raymond Heil of the 4-H Clubs and Marlene Tamaki being Saskatchewan's representatives. It is opportune to mention that in conjunction with this Annual Meeting, these two persons have organized a Saskatchewan Youth Conference.

THE SASKATCHEWAN WOMEN'S AWARDS program was again held with five entries from Quinton, Trossachs, Hanley, Blackley District, Saskatoon and the Young People of the Convent of Child Jesus, North Battleford. The winning group was the Homemakers from Blackley. Second place went to the Convent of Child Jesus and third to the Trossachs Homemaker's Club. The Presentation Luncheon sponsored by Shell of Canada was held in the Hotel Saskatchewan on February 26, 1968.

DURING THE YEAR correspondence has been received from the National Safety Council wishing us well in the Driver Improvement program formerly referred to as "DIP". Naturally, NSC were sorry to see us leave their program but realized with the Canadianizing of the program with their blessing since it is NSC copyright, the change had to come. But it is well worth mentioning that during the year the Saskatchewan Safety Council received commendations from NSC in that at one stage we stood 5th in progress taking all States and Provinces into consideration. To co-ordinate activities in the West, CHSC called a special meeting in Edmonton of Paul Lawrence, Alberta, Steve Kershaw, British Columbia and myself with Phil Farmer, CHSC, to plan an equitable system. The Traffic Division was awarded its Co-operative Agency Certificate in November, 1967.

MEMBERSHIPS ARE RETAINED in the National Safety Council, the Royal Society for the Prevention of Accidents and the State and Provincial Co-ordinators.

APPLICATIONS FOR AFFILIATION with S.S.C. have been received during the year from Regina General Hospital Safety Council. And speaking of Hospitals, plans are underway through Christian Smith's efforts to establish a co-operative safety program with Hospitals and Elderly Citizen Homes in the Province which will develop into a major program this year.

THE SASKATCHEWAN ROADBUILDERS received their new Charter from the Council, December 7, 1967.

THE MOST SIGNIFICANT progress in community safety councils was the re-organization of the Weyburn Safety Council on October 23, 1967 with the City Fathers of Weyburn taking full interest.

SAFE DRIVING WEEK will go on record as the "kick-off" for the Traffic Division's Target '68 program. The co-operation received from the Premier and the Mayors of each city in the ceremonies which involved the issuance of local and Provincial Proclamations and the signing of segments of a master map was excellent and the news media coverage was some of the best experienced by the Safety Council. The Canadian Highway Safety Council recorded successful results. Governor-General Citations were awarded to the Cities of Saskatoon and Regina.

THE ESTABLISHMENT of an Awards Committee by the Traffic Division is a forward step and the interest being taken by that Committee is commendable. With the phasing out of the Driver Education Board, the fact a similar Board is now in effect with the Department of Education indicates the merit of Boards of this nature. The experience of the Driver Education Board has now been channelled to the Defensive Driving Course Board, no doubt the only one of its type in Canada.

J. A. WATERS, who has been living in Winnipeg for some time in his retirement, was awarded a plaque for his distinguished service in fostering an idea for High School Driver Education which became Saskatchewan Safety Council's program. Mrs. Anne Waters wrote on April 9th:

"Mr. Waters wishes me to convey to your organization his sincere thanks and appreciation for the plaque which was presented to him by Mr. Penner in our home recently. My thanks also for the lovely bouquet of flowers which I received at that time."

"It is gratifying to Jim to learn that the efforts of a few interested and dedicated people in the early planning of the driver training program has met with some measure of success. He was proud to have been part of it.

We are grateful to Mr. Penner for his kind consideration in arranging the presentation under rather difficult circumstances. His visit with us was most pleasant.

J. A. sends personal regards and good wishes for continued success for your association."

Mr. Herb Penner performed the honours for us.

JOHN URLAUB, of Berkeley, California who has done much for our program in driver education, keeps in touch with us. He sends greetings to all his friends in the Safety Council - and many instructors will remember his sage advice.

THE CIBIE HEADLIGHT STUDY is creating considerable interest, likewise the Farm Division Noise program which will be heard about during the plenary sessions. The Water Safety Flag became baptized last year and a further trial will be conducted at the beaches this summer. Weyburn has joined the cities using our reflectorized bike licenses. Several points are making use of the Recreation Division's Small Airstrip Booklet. The Babysitting Program of the Home Division is very popular and the plans for Elderly Citizens Homes now in progress, should be well received. Thousands of pamphlets have been distributed including enough for all school districts in Saskatchewan on student behaviour in School Buses published by Ford of Canada. The prize came when a young lad wrote in requesting some instructions to be sent to a school bus driver because it would help him keep the "kids" in order. He sent \$.25 for the trouble. Many companies and banks have been very generous in making safety pamphlets available. These are used in various ways and many schools conducting classroom programs instruct children to write to the Council for pamphlets and posters. A lesson in English as well as safety!

IT WAS SAD NEWS when it was learned that Reid Forsee of CBC Toronto, with his wife, was killed in a car smash recently. Reid, through his interest in this Council was an honorary member. His safety program on radio has been going thirty years.

THE LATE Mrs. R. L. Hanbiage was a Patron of the Saskatchewan Safety Council and attended the Saskatchewan Safety Council Women's Awards Luncheon, on February 26th, 1968.

SPEAKING ENGAGEMENTS, appearances at award programs, conducting courses, writing radio scripts, attending meetings, preparing news releases, meeting the public, are all part of the day's work for the staff of SSC and much of the work done will never be written down. The work has been collective in nature with the directors of all divisions pitching in. The year under review has seen many more meetings through Division use. The Traffic Division has travelled to Saskatoon, Weyburn and Melville during the year. The Sub-Executive of the Safety Council has had several meetings some of which have involved the matter of membership.

THIS ANNUAL REPORT will fall into many hands. It is a privilege to thank the staff of SSC for their continued dedicated work and on their behalf to express appreciation to the President, Directors and Members of the Safety Council for their understanding and assistance. We join in with others who at this time express thanks to all those near and far in National and Provincial Safety Councils, the many publishing agencies who provide us with complimentary issues of publications and research articles, to the Government officials in all Departments who give us their support, the Saskatchewan Crown Corporations and the Workmen's Compensation Board. And it goes without saying, T.V., Radio, Day and Weekly Newspapers are doing an outstanding job for us.

Respectfully submitted,

Leonard S. Bowman
General Manager

SASKATCHEWAN SAFETY COUNCIL

TRAFFIC DIVISION ANNUAL REPORT 1967 - 1968

The Traffic Division has had a small increase in the number participating in the quarterly business meetings, and those attending have shown a renewed enthusiasm for the programs undertaken by the Division. Hopefully this new enthusiasm indicates that the Division has now overcome its pains of re-organization since the formation of the all-inclusive council, and does have its projects somewhat in perspective. It is most gratifying to note that the various committees have now embarked upon programs.

During the year under review, the S.S.C. wrapped up its responsibility with respect to the High School Driver Training Program, and this was officially handed over to the Board of Education, of the Provincial Government during the year. The Division feels that this handing over of this most important program has been a real milestone in the records of the Safety Council, and is one upon which we can look back on with a great deal of pride. We are most thankful to note the very successful continuation of this program by the Department of Education.

It will be recalled that the Traffic Division had embarked upon a Driver Improvement Program. The name has now been changed to the Defensive Driving Course Program, and it is sponsored in Canada by the Canadian Highway Safety Council, under charter from the National Safety Council of the United States. The Saskatchewan Safety Council's Traffic Division is the active agent for the CHSC in our Province, and have continued with this program, and in fact, have enlarged and expanded it to a great degree. We are hopeful that within the next four to five years we can, through this program, retrain from 80,000 to 100,000 drivers in the Province. The organization of DDC required the formation of a set of rules and guidelines. A special committee was set up and they worked hard and long to establish such a set of rules. These are now in printed form and can be supplied to local Councils and other safety minded organizations who are prepared to sponsor a Defensive Driving Course.

At this time we would like to express our thanks to the committee responsible, for the hours of effort they put into this activity.

Several years ago the matter of safety awards was left for consideration by the Traffic Division and this has now been actively undertaken. A special committee in this regard was set up to study the various fields where we might recognize safe driving performances by companies and corporations. They have already submitted some preliminary recommendations in this regard. Application has been made to His Honour the Lieutenant-Governor, who has graciously granted his name and assent for the use of the name of the Lieutenant-Governor's Safety Award in this program. We express our deep appreciation for the most active interest expressed by His Honour, Lieutenant Governor, R. H. Hanbidge, in the field of traffic safety. It is anticipated that this program will come into effect during the year 1968-69.

In this report, it is not proposed to deal in detail with the various activities of our committees. However, one or two are worthy of note in passing. The Public Education and Action Committee has continued to publicize through all media available to us, the programs engaged in by the Division. We would like to express, at this time, our thanks to the various public media, newspaper, television and radio, for the support we have received during the year. The Engineering Committee have re-vitalized their Committee and have enlisted an increasing number of Engineers to help in their programs, so we can look forward to an even greater participation by them in the coming year. While they have increased their activities, they have continued to study all matters referred to them by the Traffic Division and come forward with proposals and recommendations so that the Division might have benefit of their professional knowledge in a number of areas.

The Traffic Division has continued and will continue, through the Education and Action Committee, to urge the increasing use of seat belts in all vehicles because it is felt that while we have been on this program for some time, there is considerable evidence that many more cars are equipped with seat belts than such belts are being used by the drivers and occupants. The Committee has also carried out some exploration on the newer types of seat belts and shoulder harness, some of which are now available in the later model vehicles.

I wish to express my appreciation to all members of the Traffic Division for their active co-operation in the various programs which we embarked upon during the past year, and the success which we have enjoyed is directly attributable to the enthusiasm and hard work of those members. I would urge continued support for the coming year, as we have now started on one or two projects, particularly Target 68, which will require the full effort of all members of the Division.

May I express appreciation for the financial support which this Council, and particularly the Traffic Division, has received from our Provincial Government, Corporations, Companies and private individuals. It is only through this support that we are able to carry on the work of traffic safety in the Province of Saskatchewan, and hopefully reduce the alarming number of accidents which are taking place on our streets and highways.

In conclusion may I express my personal thanks to the General Manager, the staff, and also to the Executive of the Saskatchewan Safety Council for their co-operation and assistance to the Traffic Division, during the year. We look forward to even greater things during the coming year.

Respectfully submitted

R. G. C. McWhirter,
Chairman, Traffic Division

SASKATCHEWAN SAFETY COUNCIL
DEFENSIVE DRIVING COURSE BOARD

A N N U A L R E P O R T

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Many of you who were in attendance at the last annual meeting will recall that some doubts were expressed in respect to the acceptability of the title of the driver improvement program or as we referred to it in abbreviated terms the DIP program. Consequently, a new title for the course has been adopted and it is now known as "The Defensive Driving Course", and all indications are that the new title is extremely acceptable to all concerned.

At a meeting of the Traffic Division Directorate dated November the 16th, 1967, a Defensive Driving Course Board was appointed consisting of five members one of which was to act as chairman. The following persons were appointed: Mr. Vic Sotropa of 3M Company, Mr. R. Lochore of Greyhound Lines, Mr. A. G. Tuer of the Department of Highways and Inspector C. Gilbert of the Regina City Police and Mr. W. G. McInnis of the Saskatchewan Government Insurance Office, the latter being appointed chairman for the current year. It was the task of this board to establish a structure for administration and set policies and practices to be adopted in the conducting of the Defensive Driving Course. There were three meetings held for the purpose of drafting a suitable Defensive Driving Course, Aims, Objects and Policies. These meetings were held January the 9th, 1968, January 29th, 1968 and February the 16th, 1968 in preparation for presentation of the draft to the quarterly meeting of the Traffic Division to be held in Weyburn, February 28th and 29th, 1968. The final draft was approved at the quaterly meeting on February 29th, 1968. We now have a set of rules by which we can administer the policies and practices of the Defensive Driving Course. I would at this time like to extend my sincere thanks to all members of the Defensive Driving Course Board without whose advise and arguments a workable set of rules could not have been adapted in such a short space of time. I would also like to extend thanks to the staff of the Saskatchewan Safety Council Office who assisted so efficiently in the preparation of the draft of the aims, objects and policies.

There have been 6,038 persons graduated from a total of 292 courses completed since inception of the program in September, 1966. As you know, it is one of the primary projects of Traffic Division to expand the horizons of the Defensive Driving Course as greatly as possible and by way of comparison since January 1st, 1968, 107 courses have been completed with a total number of graduates of 2,064. This certainly indicates that the efforts of Thomas Ireland, the Defensive Driving Course Supervisor have born fruit thus far and we certainly hope that the rate of growth can be continued throughout the rest of 1968 and later years.

There are now a total number of instructors trained of 144. The Saskatchewan Safety Council has on hand three instructors kits that are available for conducting the Defensive Driving Course and an adequate supply of students kits are available. If you have not had a Defensive Driving Course conducted in your

area then we would certainly urge you to whip up some enthusiasm and see if we cannot make this a truly universal program in Saskatchewan. That concludes my report Mr. Chairman and I would at this point move its adoption.

Respectfully submitted,

"Signed"

W. G. McInnis, Chairman
Defensive Driving Course Board

SASKATCHEWAN SAFETY COUNCIL
DRIVER EDUCATION AND TRAINING PROGRAM

ANNUAL REPORT
1966 - 1967

As most of you are aware, this will be the final report of the Driver Education and Training Board, and brings to a successful conclusion an association with High School Driver Education dating back to 1959. During this eight year period we have witnessed development of the high school course from an idealistic concept to a practical reality, and one of our major objectives was finally achieved last year when the Department of Education assumed administrative and financial control of the program. In this regard, it is significant that the Department adopted, with only slight modification, the general administrative and policy structure established by the Saskatchewan Safety Council. This is, I think, a reflection of confidence in the high standards set for the original project, and is a fitting climax to eight years of continuous and dedicated effort by many interested individuals and organizations.

With administration of the program now the responsibility of the Department of Education, the present Driver Education and Training Board will cease to function as an active institution. However, in order to maintain continuity and take advantage of Board members experience, the new supervisor of the program has recruited several members to serve on an advisory committee which will assist the Department in developing and expanding the program.

As retiring chairman of the original Driver Education and Training Board, I would be extremely remiss if I did not recognise and acknowledge the valuable contribution made by past and present members of the Board. Without reservation, it is my opinion that their conscientious and enthusiastic application to development of a sound practical and adaptable program has been the basis of success, and I would like to express my sincere appreciation for the help I have received as chairman.

Credit must also be extended the Saskatchewan Government Insurance Office for their continued and substantial financial support throughout the years, without which the program could not have been launched in the first place. This example of public spirit and corporate responsibility is a credit to the organization and could serve as a useful measure of effective business cooperation in the fight against traffic accidents and deaths.

A brief synopsis of growth figures for the final year of operation, with comparative figures for previous years, has been appended to this report and need not be elaborated here. However, in closing I would draw to your attention the total number of students trained.....20,908. If our efforts over the past eight years has resulted in the saving of one of these lives, then it has been well worth while.

Respectfully submitted

"Signed"

H. Janzen, Chairman

Driver Education & Training Board

SASKATCHEWAN SAFETY COUNCIL
DRIVER EDUCATION AND TRAINING PROGRAM

S Y N O P S I S

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The following is a capsule review of High School Driver Education enrollment, subsidies and other information since the introduction of the Course in 1959. Cumulative totals are shown in brackets.

Table 1. Progressive Development

<u>Year</u>	<u>Enrollment</u>		<u>Grant Paid</u>	<u>Graduates</u>	<u>Partials</u>
	<u>Est.</u>	<u>Actual</u>			
59/60	888	920	\$25,755	797	123
60/61	1,507	1,383	\$39,420 (65,175)	1,245 (2,042)	138 (261)
61/62	2,135	2,051	\$60,015 (125,190)	1,950 (3,992)	101 (362)
62/63	3,221	3,082	\$87,195 (212,385)	2,811 (6,803)	271 (633)
63/64	3,654	3,531	\$99,720 (312,105)	3,117 (9,920)	414 (1,047)
64/65	3,649	3,595	*\$86,180 (398,285)	3,348 (13,268)	247 (1,294)
65/66	3,876	3,830	*\$91,870 (490,155)	3,532 (16,800)	298 (1,592)
66/67	4,984	4,730	109,924 (600,079)	4,108 (20,908)	622 (2,214)

* Subsidy level reduced from \$30 to \$25 per student in

1964.

Over the eight year period, 1959-1967, 96.7% of estimates have actually enrolled. In the same period 90.42% of students enrolling have graduated successfully.

Over the same period, 2,214 students have enrolled in the course but have failed for various reasons to obtain a Provincial Licence as required by Driver Education and Training Board policy. Many of these students subsequently fulfilled policy requirements by successfully completing the road test the following school year. Although no accurate statistics are available, it is estimated that more than 50% of those listed as failures eventually completed the course.

In the year under review 94.9% of initial estimates actually enrolled and 86.8% graduated successfully; a decline of 4.77% over the 1964-1965 figure of 91.57%.

Table 2. Expenditures

Driver Education Grants				\$109,924.50
Administration				\$ 14,000.00
Other Expenditures				NIL.
Total	1967	-	-	\$123,924.50
	1966	-	-	\$107,395.00
	1965	-	-	\$100,305.00
	1964	-	-	\$113,270.00
	1963	-	-	\$100,355.00
	1962	-	-	\$ 73,565.00
	1961	-	-	\$ 53,120.00
	1960	-	-	\$ <u>30,755.00</u>
Total Grant & Administration Costs 60/67	-	-	-	\$702,699.50

Reduced totals in 1965 and 1966 due to reduction in per student grant from \$30.00 to \$25.00.

Table 3. Enrollment - Student Distribution

	<u>1967</u>	1966	<u>1965</u>	<u>1964</u>
Total	4,730	3,830	3,595	3,531
Male	1,872 (39.5%)	1,412 (36.9%)	1,303 (36.2%)	1,157 (38.2%)
Female	2,858 (60.5%)	2,418 (63.1%)	2,292 (63.8%)	2,272 (64.3%)
Rural	1,824 (38.5%)	1,717 (44.8%)	1,494 (41.3%)	1,557 (44.1%)
Urban	2,906 (61.5%)	2,113 (55.2%)	2,101 (58.7%)	1,974 (55.9%)

Areas designated as "Urban" are analogous with incorporated cities.

Table 4. Administrative Distribution

	<u>1967</u>	<u>1966</u>	<u>1965</u>	<u>1964</u>
Administrative units	53	53	50	45
Individual High Schools	132	150	129	105
Rural High Schools	94 (71.3%)	108 (72.0%)	95 (73.3%)	99 (64.5%)
Urban High Schools	38 (28.7%)	42 (28.0%)	34 (26.3%)	42 (35.5%)

SASKATCHEWAN SAFETY COUNCIL
FARM DIVISION

ANNUAL REPORT

1967 - 1968

Appraising progress in any field of endeavor is a difficult task at any time and depends to a great extent on the criteria used for comparison and the objectives to be achieved. In re-evaluating the Farm Division objectives over the past year, the membership decided to concentrate their main effort on the extension and full exploitation of existing programs rather than on implementation of new projects.

In line with this general policy, we continued promotion of Farm Safety Week in conjunction with the National Safety League of Canada during the last week of July. This year more extensive publicity was given through machinery agencies, grain handling organizations, rural health regions, local safety councils, service groups and other organizations connected with the rural community. Annual observance of Farm Safety Week strengthens its value and makes it a more effective vehicle in drawing public attention to the growing incidence of farm accident and injury, and we plan to continue sponsorship of this event on an annual basis.

Promotion of the slow moving vehicle emblem was also continued during the year. The original project, established in co-operation with the Provincial 4-H Council, has been extended in scope to encourage the widest possible distribution of the device. The Provincial Government have not yet taken legislative action to make this sign mandatory as recommended in the final report of the Legislative Committee on Traffic Safety, but it is hoped they will eventually follow the example of Manitoba and Alberta, making it a requirement for all vehicles with a speed potential of less than twenty-five miles per hour. In the meantime, a great deal more effort and energy must be expended in order to have the symbol accepted voluntarily by the rural community and the general motoring public. In our latest promotional drive, more than 10,000 posters were distributed through various farm and service groups and has, we believe, reversed the previous trend toward declining sales.

For the past two years the Farm Division has been in close contact with the National Film Board with regard to production of farm safety films and slides related to Canadian Agricultural Conditions. The matter has been discussed at some length with the safety authorities in neighbouring provinces, and with the National Safety League of Canada. Despite recommendations from all of these groups, no concrete results can be reported. However, the Division Executive intend to pursue this matter until it has been satisfactorily resolved.

The Family Farm Improvement Branch of the Department of Agriculture again rendered farm safety a service by providing space for a "farm safety booth" at both the Regina and Saskatoon "Exhibitions". These annual displays of machinery for farm and farm related purposes, attract over 20,000 spectators, and provide an excellent vehicle of the dissemination of safety information. The booth, this year, featured some of the more prevalent causes of farm injuries and was organized with the active co-operation of Dr. Huston, Physical Rehabilitation Center, Wascana Hospital. I would like to express the sincere appreciation of the

Division to Dr. Huston and the Family Farm Improvement Branch for their assistance in making this project a success.

One of the major obstacles confronting the Farm Division in determining priorities in farm safety programs has been the lack of reliable farm accident statistics. Without accurate information, we strongly suspect that our energies may at times, be misdirected to items of little urgency. In order to establish some guide line, the Farm Division embarked in a general farm accident survey, using statistics furnished by the Western Producers Farm Accident Insurances Service. Although our survey falls well short of total coverage, it will provide a broad enough sample to establish data for projection over the entire farm population. Final results are not yet available, but preliminary indications would suggest some reappraisal of existing programs may be necessary.

Noise is becoming an increasingly important factor in the farming operations as higher horsepower and higher compression motors are developed for tractors and farm machinery. Over the past few years, several instances of hearing impairment attributable to tractor noise, have been reported to various members of the Division. A joint preliminary survey to determine the extent of the problem was undertaken last year in co-operation with the University of Saskatchewan and the Department of Public Health.

In the survey, a total of thirty tractors of various power ranges and makes were examined, most of them equipped with cabs. Noise levels of all units tested were well above the tolerances accepted by industry for continuous exposure, but whether industrial criteria is applicable to the farming operation has yet to be definitely established.

Terms for extension of the survey are already under consideration. Now that the extent of the problem has been determined, we hope to continue and extend the study to include a more detailed analysis of sound levels, pitch and volume, together with a more specific examination of structural engineering factors, to determine the source of damaging noise. In addition, the Department of Public Health have obtained a sound proof booth and intend to conduct audiometric examinations at various farm fairs throughout the Province, in order to determine the average hearing ability of a cross-section of the farming community for comparison to data available for other industries.

We also hope to interest other occupational groups in the study, as noise levels which impair the hearing ability of farm workers, will have the same effect on others exposed to the same pitch and intensity, such as operators of bull dozers or other heavy construction equipment.

A new approach to farm safety promotion is currently in the planning stages. With the co-operation of the Information Services of the Department of Agriculture, it is planned to offer "farm safety quiz" in two half hour programs during Farm Safety Week. The general idea is similar in concept to the Canadian Driver's Test carried on on a Canadian Television Network last year, and a great deal of interest has been shown by TV stations in the Province.

Finally, I wish to convey my personal appreciation to all division members, farm organizations and individuals, particularly the co-ordinator, who have contributed so generously of their time and effort throughout the year. Farm safety is essentially a co-operative effort, that is only through the efforts of many interested agencies and individuals that we can hope for success.

Respectfully submitted,

"Signed"

Mr. C. Casswell, Chairman
Farm Division

SASKATCHEWAN SAFETY COUNCIL
HOME DIVISION

ANNUAL REPORT

1967 - 1968

The Home Division has a wide range of interests. The baby sitting courses continue as a popular vehicle for safety education throughout the Province, and groups are sponsoring the course in many areas. The baby sitting manual has been listed in the Saskatchewan Curriculum Guide as reference material for Grades 8 and 9 Home Economics teachers. Many school boards have purchased copies of the manual to be placed in their reference library. Home and School Associations continue to lead the way as sponsors of the course, along with Jaycettes and church organizations. 4-H clubs are also showing keen interest in the course, and are publicizing them through all 4-H clubs in the Province.

While accidental poisoning accounted for only two deaths in Saskatchewan during 1967, the incidence of poisoning cases continues to rise, and it is therefore a subject for continuing education. During 1967 there were 1,250 cases reported to the two Poison Control centers in the Province. Aspirin is still the leading cause of poisoning accidents, accounting for 281 children being treated. Internal medicine, petroleum products, detergents, bleach and caustics such as draino and lye, are other frequently reported agents.

In view of the potential seriousness of this problem, the Home Division was instrumental in having the television stations and all radio stations in Regina, Moose Jaw and Saskatoon publicize the telephone number of the Poison Control Centers in the Province. One radio station followed this up with an interview with Dr. H. C. Grocott, Director of Child Health, Saskatchewan Department of Public Health.

Poison prevention has also been used as the theme for the poster designed for Child Safety Day. In addition, we have had some undated posters printed for distribution to all doctors in the Province.

The Home Division has been approached by Dr. O. Laxdal, a Regina pediatrician, for assistance with an exhibit on seat belts for children. In response to this interest, we have designed a poster on seat belts for children, for distribution to all doctors' offices in Saskatchewan.

The Home Division has been in the throes of feverish activity for Child Safety Day, May 5. 10,000 posters are being distributed throughout the Province. Copies of posters along with accident statistics have been sent to every Rural Municipality, city, town and village. Members of the Jaycees are again assisting in placing posters, and in addition we have the help of the Saskatchewan Wheat Pool, United Grain Growers, and P.F.R.A. Every health region has been sent a quantity of posters for placing in Child Health Conference rooms in the regional health offices.

Spot announcements for T.V. slides and radio, have been distributed to all stations in the Province. Mr. C. Smith is in charge of newspaper publicity.

As part of the activity planned for our Senior Citizens Safety program, we ordered from the B.C. Safety Council, 50 lighted canes for distribution to various organizations, to be used on a trial basis. To date approximately 25 of these canes have been provided to older people, and this will be followed up with a report as to their effectiveness. The pamphlet draft for senior citizens safety has yet to be finalized.

Due to the efforts of Charles Carroll, radio broadcasts for the Home Division were aired during the year at 7:20 a.m. Sundays on C.B.K. These broadcasts covered a wide range of topics on home safety.

We were pleased to welcome to the Home Division directorate, Mrs. E. Isaac, representing the Home and School Association.

The Shell Safety Awards Luncheon was well organized by Mr. Carroll, and of the five entries, Blackley Homemakers Club was again the winner.

There is still much to be done by the Home Division. The Baby Sitting Manual should be revised to suit the changing conditions. The pamphlet for Senior Citizens Safety must be finalized and printed. We need a continuing education campaign on subjects such as Abandoned Refrigerators, Accidental Poisoning, children's seat belts. It is hoped that with the assistance and interest of an active directorate, we will be able to accomplish much in the next year.

Respectfully submitted,

"Signed"

Miss Gladys Adams, Chairman
Home Division

SASKATCHEWAN SAFETY COUNCIL
RECREATION DIVISION

A N N U A L R E P O R T

1 9 6 7 - 1 9 6 8

As more leisure hours are made available to the general public, so the demands on the Recreation Division increase. The future offers added responsibilities for this Division as the population rises and new recreational facilities are made available.

One of our main anxieties is the lack of concern regarding recreation safety shown by manufacturers of sporting equipment, legislators, enforcement agencies and the participants in recreation. It is felt that a great deal more can be done to make recreation safer and at the same time, the freedom and adventure experienced with most recreational activities can remain relatively unchanged. This can be brought about by a good educational program. A good example of a well conducted educational program is the Hunter Safety Program. The results are fantastic.

In full swing by 1960, the Hunter Safety Program, which uses Instructors provided by the Wildlife Federation, has to date 15,980 graduates. Most of the students range in age from 12 to 17 years. They enjoy the classes and become fine hunters as the record shows. In eight years there have been 540 woundings and 85 deaths caused by gun accidents. Of these, 50% were caused by the untrained under 20 yr. age group. In the same time, only 14 graduates were involved, 1 fatal, out of a hunting fraternity of 100,000. This is less than .02%. The same story can be related to boat and water sports.

During the year under review, the recreation activities were directed to the broader recreation fields. The mile swim award continued to be a most popular form of competition with 319 awards being made during the past year. A booklet was made available to the Municipalities on the construction of small air strips. Recognitions for valor was made on four occasions.

The Beach Patrol flags which are flown on properly patrolled beaches, have been received fairly well. Again we were fortunate to have Mr. E. Taylor visit Saskatchewan. Mr. Taylor is the Chairman of the Outdoor Recreation Committee of the National Safety League of Canada. He felt that the Safety Council should meet with Government Agencies to promote better boating and boat safety.

Considerable attention was given to promoting greater safety with those who enjoy the new and wonderful sport of skidooing. Each new tool of recreation presents a new set of problems and a new set of safety rules must be considered. What are we going to do when the Hover craft hits us in a year or two?

One concern of the Recreation Division is that, too often our message has been directed and accepted by those of us who are already safety conscious. The old veteran boat owner, the chap who has been hunting for years and the long-time cottage owner is bombarded with "safety tips", who by and large are pretty safe guys.

We feel that is is time we turned our big guns on those who are ignorant of the dangers involved in recreation. Those who do not have guns or boats or are not familiar in any way with the danger of water, all too often are the ones who have the accidents and change the headlines from gay to sad news. It is the young people in our communities who must get these safety tips and they must get them before they are introduced to a powerful snow toboggan or start down a ski run. They must be taught how much enjoyment there is to be had when they do the right thing at the right time.

On behalf of all members of the Recreation Division we would like to recognize the excellent support and guidance that has been provided by Mr. Len Bowman and his staff. I would like, as well, to extend my sincere appreciation to all members of the Recreation Division for their active support during the past year.

Respectfully submitted.

M. Roome, Chairman
Recreation Division

SASKATCHEWAN SAFETY COUNCIL
COLLEGE AND SCHOOL DIVISION

A N N U A L R E P O R T

1 9 6 7 - 1 9 6 8

As a general introduction to this fourth annual report of the College and School Division, perhaps it would be appropriate to briefly review the general objectives and functions of our group. First of all, our specific interest lies in the planning and execution of safety programs designed for the university, high school and elementary school student. However, we feel we are reasonably well equipped to promote general programs of other Divisions and assist them in reaching the youth element in our society through schools, church organizations, youth groups and other media. So, we would cordially invite other divisions and interested outside agencies to use these facilities whenever the occasion demands.

Over the past year, one of the most important continuing projects of the Division has been the "Elmer" program, conducted in co-operation with police and elementary school authorities in various parts of the Province. Interest continues to grow each year, and although this particular type of program is primarily designed for public school students in urban areas, there is an increasing interest from rural communities. Over one hundred schools are now actively involved and several others have expressed interest but are uncommitted so far. This program is an excellent means of teaching elementary pedestrian safety to students in the primary grades and is a joint effort of the provincial and national safety councils.

Of equal importance is the establishment of a central source from which teachers may obtain pamphlets and other material on various aspects of safety. As most of you are aware, materials on a wide range of safety topics are available from many independent sources, but in the past it has been impossible for the Department of Education to prepare a concise, comprehensive bibliography of resource materials for the benefit of teachers. By providing a central distributing agency easily accessible to teachers, it is hoped more of this enrichment material will be used.

The resuscitation program, launched little more than a year ago has not yet become as popular as originally anticipated. However, almost 2,000 students in Saskatoon have successfully completed the standard course, and the Recreation Division has reprinted the instructional booklet for distribution to interested groups and individuals. Responsibility for the general lack of response may be the fault of our Division since no active promotional effort has been made. However, we hope to remedy this error in the coming year.

For the second year in a row, "Safety in the School Bus" pamphlets were distributed to all rural school units prior to the start of the school year. These pamphlets are made available to us by Ford, at no cost, and have been very well received by parents, school authorities and rural students. Over 80,000 are distributed annually.

"Pedal Pusher" programs for young cyclists have also shown substantial gains in popularity over the past few years, and many service clubs now offer them

as a regular facet of their community work. The Division is also involved in preparing a new participation project of use in the lower elementary grades, and the initial draft is now being field tested in several schools. Further information on this project will be provided at a later date.

Generally speaking, co-ordination of a viable safety program within the school system is a very challenging and interesting field. Project programming covers a wide spectrum of age levels from kindergarten through high school, and must be consistent with the comprehension level of students toward whom it is directed. Coupled to this basic problem is the difficulty of relating safety projects to changing curriculum content and teaching methods; all of which present a distinct and direct challenge or orthodox safety promotion and planning. However, inasmuch as this challenge subscribes to our unique identity, it also provides the incentive for the accomplishment of our objectives.

Finally, as Chairman, I would like to express my personal appreciation to Division members and the many other people who have contributed time, effort and energy throughout the year. It has been a pleasure to work with such a group.

Respectfully submitted,

"Signed"

Mrs. Anne Davidson, Chairman
College and School Division