



BREVARD PLANT



FOTOFAX



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Unsafe Acts!

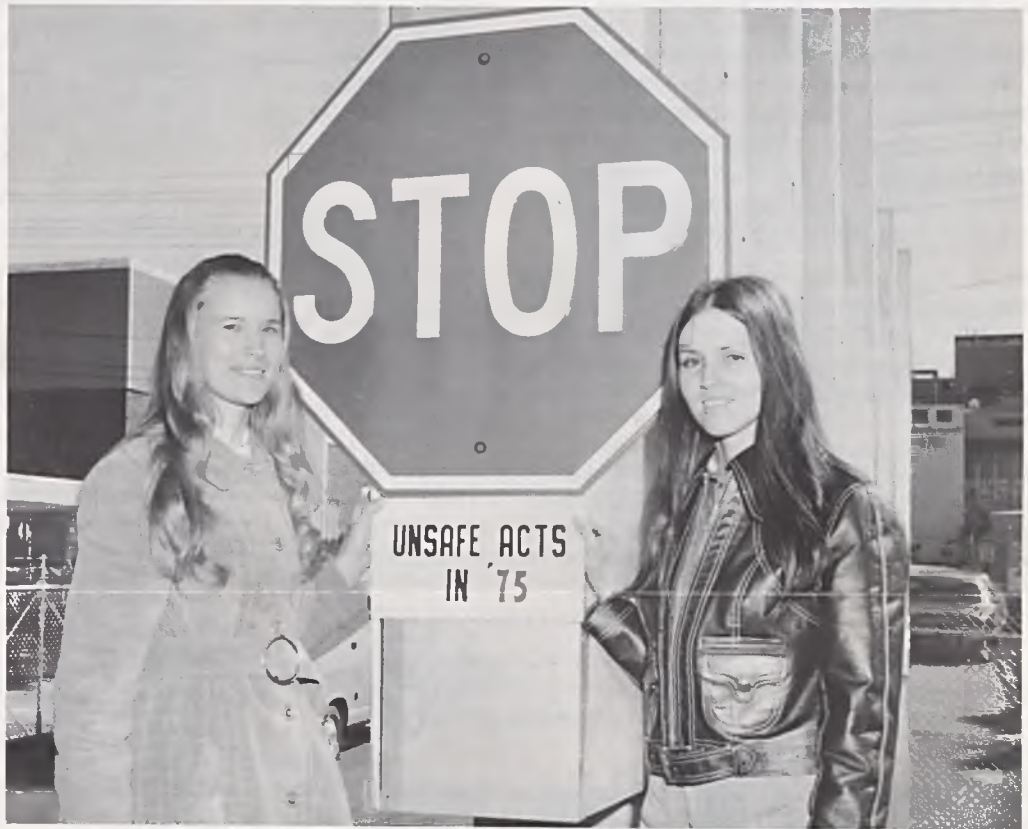
This is the theme of the 1975 Plant Safety Program. It charges us with the responsibility of stopping acts that safety training and common safety sense tell us are unsafe.

A brochure, drawn up by Jim Hodge's Safety Program Subcommittee, shows quarterly themes and monthly topics for emphasis throughout the year. Copies were distributed in January Area safety meetings.

Monthly news letters, prepared by the areas, will be issued according to a schedule given in the brochure. They will cover monthly topics for group safety meetings.

Publicity for the program will include some new and thought provoking attention getters. Look for the "Stop" sign in many places around the plant.

When you see the "Stop" sign around the plant in the new year, think of its new meaning. It stands for **stopping unsafe acts**. The end result should be stopping injuries to Brevard Plant employees in '75.



... Say Ruth Wilson (Coating) and Brenda Norton (Stores)

Belated Congratulations On Plant Safety Award

We're due belated congratulations on winning our 6th Board of Directors safety award for no-injury performance from October 11, 1973 to October 27, 1974. The award had been pending the outcome of a hand injury which occurred on September 13, 1974.

(continued on page 3)

IN THIS ISSUE

RINGING OUT THE OLD	2
SHAPIRO DISCUSSES ECONOMY	3
ENERGY CRISIS	4
NEW PEOPLE	5
3 HEALTH PROBLEMS	6, 7
VIOLETTE TRANSFER	8
DERA DOINGS	9, 10
BORDONARO'S TRAVELS	10, 11
BROWN & MORROW RETIRE	12

Lap Plus Shoulder Belts Equal Zero Auto Deaths

Extensive studies by researchers in the U.S. and abroad have shown that death or serious injury are virtually nonexistent among motorists wearing lap and shoulder belts in severe accidents, according to a document from Calspan Corp.

"Among approximately 500 users of lap and shoulder belts in the 30,000 accidents investigated by Calspan in Western New York since 1969, there was not a single death reported," said John W. Garret, accident research branch, Calspan's Transportation Safety Dept. "Furthermore, we found only a single serious injury suffered by a motorist wearing a lap and shoulder belt and in this case the driver was injured by the collapsing car structure."

In 1974-model cars, equipped with the ignition interlock system in which the car can not be started unless safety belts are

worn, some 25-30% of the front seat occupants were wearing the lap-shoulder belts at the time of the accidents investigated. In earlier years, only about 1-2% wore the combination restraint system, with approximately 30% wearing the lap belt only.

A study of 28,000 accident cases by AB Volvo, the Swedish auto maker, several years ago indicated that none of the motorists wearing the three-point lap and shoulder belts was killed in impacts up to 60 mph, Garrett said. Injuries among those wearing the restraint system were reduced to 40-90%, depending on accident speed and type of injury.

And a General Motors study several years ago showed that among 160 persons wearing lap and shoulder belts in accidents, only two were killed and these deaths resulted from severe crushing of the car and motorist contact with objects outside the car.

"Those of us engaged in accident

(continued on page 12)