

ROADS AND HIGHWAYS COMMITTEE MEETING -- March 4, 1970

The Roads and Highways Committee met in room 535 at 2:45 P. M. on March 4, 1970. Chairman Dierdorff called the meeting to order and all members were present except Representative Talkington.

Guests present were: Glenn D. Cogswell, Ag-Tronic, Inc., Topeka; Ray Lindberg and Mary Turkington, Kansas Motor Carriers Association, Topeka; Carl Gray, Kansas Highway Patrol, Topeka; A Group of Girl Scouts; Ray Orlowski, Director Safety Coordination Office, Topeka.

Conferees were: Representative Tillman P. Ochs, Senator Wint Winter, Frank Pattee of the Safety Coordinating Office; Delbert Ekart, Manhattan, Kansas Farm Bureau; Claude McCammett, Director of Safety, State Highway Department; Alan Rush, State Highway Patrol.

SENATE BILL 595 - AN ACT amending and supplementing the uniform act regulating traffic on highways;.....

Mr. Dierdorff reported that the previous day Mr. Hayes offered an amendment to change the requirements for mandatory wearing of helmets to persons under 21 years of age. He asked Mr. Pattee what this would do to federal funds.

Mr. Pattee: The law requires helmets for any age. To lower it to 21 will mean we are not in compliance. In the past the federal office has looked with disfavor on any relaxing of safety standards. They put more emphasis on this than if we are slow in making a law. We have gone this far and if we go a step back, this would put us in bad favor.

Except as otherwise noted, the individual remarks recorded herein have not been transcribed verbatim and this record has not been approved by the committee or by the individuals making such remarks.

Mr. Dierdorff asked if that was what Oklahoma did.

Mr. Pattee said it was, and that the Attorney General ruled the law unconstitutional. Oklahoma City still has a law requiring all of the cyclists to wear helmets.

The Chairman reminded the committee that there was still a motion and second (proposed by Mr. Hayes) carried over until the committee could hear Mr. Pattee's remarks. The amendment, as reported in the minutes of March 3, reads as follows: On page 31, in line 3, following the word "person" by inserting the following: "under twenty-one (21) years of age"; and also in line 6, following the word "person" by inserting the following: "under twenty-one (21) years of age".

Mr. Hayes requested a roll call vote. The motion lost by a vote of 9-7. NO -- Davis, Dempsey, Holmes, Kay, Lady, Long, Lutz, Nowlin, Rosenau; YES -- Gray, Hayes, Jacobs, Mills, Powell, Spotts, Wilcox.

The vote on the bill was delayed until Thursday because amendments were not available for today.

SENATE BILL 612 - AN ACT relating to motor vehicles; providing for special restrictions on lighted lamps and illuminating devices; amending KSA 8-597, and repealing the existing section.

Mr. Ochs explained that this bill would broaden the law so the Safety Commission of the Highway Department would have flashing devices for distressed motorists. He showed colored pictures and explained that different colors would represent different kinds of distress.

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Mr. McCamment reported that New York had experimented with balloons but that they did not show up at night. He conferred with New York and California and they thought this proposed method was good. This does not conflict with the National Safety Standards.

Mr. Davis asked what this would cost. Mr. McCamment said a guess would be \$7.00 but large quantities would cut the cost.

Mr. Davis asked if it would be mandatory and Mr. McCamment said no, that it would just be made available.

Mr. Madden made a motion, second by Mr. Holmes, that Senate Bill 612 be reported favorably. Motion lost.

Mr. Ratner made a motion, second by Mr. Davis, that Senate Bill 612 be reported adversely. Motion carried.

SENATE BILL 496 - AN ACT relating to certain vehicles; requiring the display of certain emblems thereon; defining certain terms; declaring certain acts to be unlawful and prescribing penalties for violation thereof.

Mr. Ekart presented the attached material pertaining to safety emblems.

Some of the members of the committee felt this should be permissive and not made a requirement at this time.

A roll call vote was requested after Mr. Ratner made a motion, second by Mr. Lutz, that Senate Bill 496 be reported favorably. Motion lost 10-9. NO-- Dempsey, Gray, Holmes, Hughes, Jacobs, Kay, Nowlin, Powell, Rosenau, Spotts; YES -- Ratner, Davis, Hayes, Lady, Long, Lutz, Madden, Mills, Wilcox.

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Mr. Lutz made a motion, second by Mr. Jacobs, that Senate Bill 496 be reported adversely. Motion carried.

SENATE BILL 534 - AN ACT relating to traffic on highways; concerning appearance bonds; arrest bond certificates and deposits of driver licenses in lieu of bond; amending KSA 1969 Supp. 8-5,127d and repealing the existing section.

Senator Winter and Colonel Rush explained the bill.

Colonel Rush said they have studied the bill and believe the bill in the present form will work. They envision certain problems that will come to light after it is implemented. It will be easier for both the officer and the offender.

Mr. Long made a motion, second by Mr. Lutz, that Senate Bill 534 be recommended for passage. Motion carried.

The chairman announced the committee would meet Thursday, March 5, 1970 for final consideration of bills in committee.

The meeting was adjourned.

Fran Stafford, Recording Secretary

APPROVED:

  
ARDEN DIERDORFF, CHAIRMAN

March 5, 1970

Except as otherwise noted, the individual remarks recorded herein have not been transcribed verbatim and this record has not been approved by the committee or by the individuals making such remarks.

## ROADS AND HIGHWAYS

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Gentlemen:

I will begin here this morning by giving you a brief background of this unique device. During the early 1960's, a comprehensive study<sup>1</sup> was undertaken in Ohio to determine the nature of slow moving vehicle accidents. Some of the important facts learned by this research include:

1. Nearly 90% of the collisions occurred during daylight hours on dry highways.
2. Most of the motor vehicle-slow moving vehicle accidents occurred on good highways; over 20% on federal, over 40% on state and nearly 25% on county.
3. Regarding the location of the accidents, over 50% of the 708 collisions studied occurred on open, level highways, nearly 40% occurred at intersections, and the remainder on hills, grades, and curves.
4. The slow moving vehicle was hit from the rear in  $\frac{2}{3}$  of the accidents, broadside  $\frac{1}{6}$  of the time, and head-on  $\frac{1}{8}$  of the time.
5. Nearly 75% involved farm tractors, 20 highway and construction equipment and the remainder animal drawn equipment.
6. Motorists reported their view of the slow moving vehicle obstructed by hills in only 6% of the collisions and their view obstructed by another vehicle in only 2% of the collisions.

In summary they reported motor-vehicle-slow moving vehicle collisions are a 24 hour per day, 365 days per year problem. They occur mostly on good, open highways, during daylight, nice weather and without the motorist's view being obstructed. Rear end collisions predominate and account for most of the fatalities, property damage, and injuries.

The product of this Ohio research was a unique, triangular shaped emblem, designed to help motor vehicle operators recognize a slow moving vehicle in time

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1. Pertinent Facts Regarding the Slow-Moving Vehicle Emblem, by W.E. Stuckey and K.A. Harkness, Agricultural Engineers, Ohio State University.

act appropriately and avoid a rear end collision. It is hoped that once this triangular SMV emblem comes into wide usage, it will communicate to motorists the lurking danger through its unique color and shape, just as we now recognize a railroad crossing by the familiar "crossbuck". None of the flags, reflectors, or lights currently employed to mark a slow moving vehicle constitutes a uniqueness that will effectively alert a motorist. Flashing lamps constitute a popular mode for marking slow moving vehicles, but flashing amber lights are not unique, especially when placed in competition with turn signals of automobiles, road construction barriers, roadside business displays, etc. Flashing lights do not convey a specific meaning. It's agreed that flashing lights will alert, but in addition to alerting, the emblem will communicate.

The emblem has received wide-spread acceptance across the U.S. and Canada. Following is a partial list of national organizations which have endorsed its usage: American Association of Motor Vehicle Administrators, American Automobile Association, American Society of Agricultural Engineers, Automotive Safety Foundation, National Institute for Farm Safety, National Safety Council, American Farm Bureau Federation, American Public Works Association, and the American Medical Association. In addition, the 1968 revised Uniform Vehicle Code and Model Traffic Ordinance, in Section 12-216, recommends mandatory usage. (see attached sheet A)

According to a recent bulletin from the National Safety Council, 15 states and 5 provinces of Canada now require the display of the emblem on all slow moving vehicles and bills similar to Kansas bills S.B. 496 and H.B. 1868 are in some stage of legislative process in about a dozen other states.

Two of the early states to require the emblem's installation (Nebraska, January 1967 and Michigan, March 1967) have now conducted research on its value. In Michigan, a study shows 1. There has been a 47% reduction in non-intersection, rear-end collisions with slow moving vehicles. 2. Fatalities were reduced



from 4 in 1966 to 1 in 1967 to none in 1968. Injuries were reduced from 50 in 1966 to 35 in 1968 and property damage reduced during this same period by 73%.

3. Other types of farm equipment accidents during this same period increased by 4%. (see attached sheet B)

A Nebraska study reported in July-August issue of Farm Safety Review shows fatalities reduced by 40% in that state. (see attached sheet C)

Kansas has had yearly, an average of 125 motor vehicle-slow moving vehicle collisions reported for the last decade, resulting in about 75 Kansans being killed and hundreds injured. I think that because of the fact research shows this device will aid in the reduction of these accidents, it is time to join the ever-growing number of states requiring the emblem's installation on all vehicles of this type.

Our experience in this area of safety has shown that Kansas farmers will accept the emblem's use. Our organization has sold more than 7500 in the last couple of years. We have sold them as a non-profit item and only in the interest of safety. My organization, the Kansas Farm Bureau, supports this bill and should legislations pass requiring the emblems use, will continue to make emblems available to Kansas farmers at the lowest possible cost.

I appreciate the opportunity to appear before this distinguished group.

Thank you.

Delbert Ekart  
Director of Safety  
Kansas Farm Bureau



# UNIFORM VEHICLE CODE AND MODEL TRAFFIC ORDINANCE



Revised—1958

NATIONAL COMMITTEE  
ON  
UNIFORM TRAFFIC LAWS AND ORDINANCES

## FOREWORD

This volume contains the 1968 revised editions of the *Uniform Vehicle Code* and *Model Traffic Ordinance*. Although published together, these are two separate documents and each has its own Foreword, Table of Contents and Index.

Earlier editions of the Code and Ordinance were published in separate booklets and republished each time they were revised.<sup>1</sup> Under the new format, future revisions will be published in a pocket supplement to be used with this book.

## THE UNIFORM VEHICLE CODE

The *Uniform Vehicle Code* is a specimen set of motor vehicle laws, designed and advanced as a comprehensive guide or standard for state motor vehicle and traffic laws. It is not based on theory; it is based on actual experience under various state laws throughout the nation. It reflects the need for uniformity in traffic regulation throughout the United States and, to this end, serves as a reliable, contemporary guide for use by state legislatures.

Since its inception, the Code has been reviewed periodically and revised where warranted by new developments in state and federal laws and by practical experience. However, changes are not made lightly or in any hope of any easy panacea but only on a clear preponderance of evidence of need and practicality. This edition of the Code reflects changes made following such a review in 1968.

*Printed in the United States of America*

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This publication may be obtained from the National Committee on Uniform Traffic Laws and Ordinances, 525 School Street, S.W., Washington, D.C. 20024.

Price: \$5.00.

## ARTICLE I—SCOPE AND EFFECT OF REGULATIONS

### § 12-101—Scope and effect of regulations

(a) It is a misdemeanor for any person to drive or move or for the owner to cause or knowingly permit to be driven or moved on any highway any vehicle or combination of vehicles which is in such unsafe condition as to endanger any person, or which does not contain those parts or is not at all times equipped with such lamps and other equipment in proper condition and adjustment as required in this chapter, or which is equipped in any manner in violation of this chapter, or for any person to do any act forbidden or fail to perform any act required under this chapter.

(b) Nothing contained in this chapter shall be construed to prohibit the use of additional parts and accessories on any vehicle not inconsistent with the provisions of this chapter.

(c) The provisions of this chapter with respect to equipment required on vehicles shall not apply to implements of husbandry, road machinery, road rollers or farm tractors except as herein made applicable.<sup>2</sup> (REVISED, 1968.)

(d) The provisions of this chapter with respect to equipment required on vehicles shall not apply to motorcycles or motor-driven cycles, except as herein made applicable.<sup>3</sup> (NEW, 1968.)

<sup>1</sup> A state enacting most of the provisions in this chapter or any other law dealing with equipment requirements or performance should ascertain whether a pertinent federal standard has been issued under the National Traffic and Motor Vehicle Safety Act, 80 Stat. 718 (1966), 15 USCA §§ 1381 *et seq.* (Supp. 1967). See the further discussions in footnotes at §§ 12-102, 12-504 and 12-412, *infra*.

If a provision in this chapter or in the laws of any state should be in conflict or be inconsistent with any such federal standard, the National Committee recommends amending the Code and those laws as may be necessary to resolve the difference so as not to penalize the user of a vehicle manufactured and equipped in accordance with those standards. In the absence of any such direct conflict or inconsistency, however, the National Committee urges each state to revise its laws to achieve verbatim or substantial conformity with this chapter.

An alternative to amending laws to avoid such conflicts would be to give advance and automatic effect to a federal motor vehicle safety standard. This approach has been partially incorporated into the following California law:

A federal motor vehicle safety standard which conflicts with an equipment provision of this code applicable to the same aspect of performance shall supersede that specific provision of this code with respect to vehicles in compliance with the federal motor vehicle safety standard that was in effect at the time of sale. (Cal. Vehicle Code § 2402.5 (Supp. 1967), as amended by Gen. Laws 1968, ch. 812, CCH ASLR 939.)

Current federal motor vehicle safety standards issued or in effect under the 1966 Act may be obtained from the National Highway Safety Bureau, Federal Highway Administration, Washington, D.C. 20591, or may be found in 49 *Code of Federal Regulations* Part 371, as added by 33 *Federal Register* 19700-25 (Dec. 25, 1968).

<sup>2</sup> For equipment provisions applicable to these vehicles, see §§ 12-215, 12-216 and 12-220.

§ 12-215—Lamps, reflectors and emblems on farm tractors, farm equipment and implements of husbandry

(a) Every farm tractor and every self-propelled unit of farm equipment or implement of husbandry (manufactured or assembled after January 1, 1970,) (after ..... (date)) shall be equipped with vehicular hazard warning lights of a type described in § 12-220, visible from a distance of not less than 1,000 feet to the front and rear in normal sunlight, which shall be displayed whenever any such vehicle is operated upon a highway.

(b) Every farm tractor and every self-propelled unit of farm equipment or implement of husbandry manufactured or assembled after ..... (date) shall at all times, and every other such motor vehicle shall at all times mentioned in § 12-201, be equipped with lamps and reflectors as follows:

1. At least two head lamps meeting the requirements of §§ 12-222, 12-224 or 12-225.

2. At least one red lamp visible when lighted from a distance of not less than 1,000 feet to the rear mounted as far to the left of the center of the vehicle as practicable.

3. At least two red reflectors visible from all distances within 600 feet to 100 feet to the rear when directly in front of lawful lower beams of head lamps.

(c) Every combination of farm tractor and towed farm equipment or towed implement of husbandry shall at all times mentioned in § 12-201 be equipped with lamps and reflectors as follows:

1. The farm tractor shall be equipped as required in subsections (a) and (b).

2. If the towed unit or its load extends more than four feet to the rear of the tractor or obscures any light thereon, said unit shall be equipped on the rear with at least two red reflectors visible from all distances within 600 feet to 100 feet to the rear when directly in front of lawful lower beams of head lamps.

3. If the towed unit of such combination extends more than four feet to the left of the center line of the tractor, said unit shall be equipped on the front with an amber reflector visible from all distances within 600 feet to 100 feet to the front when

directly in front of lawful lower beams of head lamps. This reflector shall be so positioned to indicate, as nearly as practicable, the extreme left projection of the towed unit.

(d) The two red reflectors required in the foregoing subsections shall be so positioned as to show from the rear, as nearly as practicable, the extreme width of the vehicle or combination carrying them. Provided that all other requirements are met, reflective tape or paint may be used in lieu of the reflectors required by subsection (c).

(e) After ..... (date), every farm tractor and every self-propelled unit of farm equipment or implement of husbandry designed for operation at speeds not in excess of 25 miles per hour shall at all times be equipped with a slow moving vehicle emblem mounted on the rear except as provided in subsection (f).

(f) After ..... (date), every combination of farm tractor and towed farm equipment or towed implement of husbandry normally operating at speeds not in excess of 25 miles per hour shall at all times be equipped with a slow moving vehicle emblem as follows:

1. Where the towed unit or any load thereon obscures the slow moving vehicle emblem on the farm tractor, the towed unit shall be equipped with a slow moving vehicle emblem. In such cases, the towing vehicle need not display the emblem.

2. Where the slow moving vehicle emblem on the farm tractor unit is not obscured by the towed unit or its load, then either or both may be equipped with the required emblem but it shall be sufficient if either has it.

(g) The emblem required by subsections (e) and (f) shall comply with current standards and specifications (of the American Society of Agricultural Engineers) (approved by the commissioner). (SECTION REVISED, 1968.)

#### § 12-216—Lamps on other vehicles and equipment

Every vehicle, including animal-drawn vehicles and vehicles referred to in § 12-101(c), not specifically required by the provisions of this article to be equipped with lamps or other lighting devices, shall at all times specified in § 12-201 of this act be equipped with at least one lamp displaying a white light visible from a distance of not less than 1,000 feet to the front of said

vehicle, and shall also be equipped with two lamps displaying red light visible from a distance of not less than 1,000 feet to the rear of said vehicle, or as an alternative, one lamp displaying a red light visible from a distance of not less than 1,000 feet to the rear and two red reflectors visible from all distances of 600 to 100 feet to the rear when illuminated by the lawful lower beams of head lamps. (REVISED, 1968.)

#### § 12-220—Vehicular hazard warning signals

(a) Any vehicle may be equipped with lamps for the purpose of warning the operators of other vehicles of the presence of a vehicular traffic hazard requiring the exercise of unusual care in approaching, overtaking or passing. (REVISED AND REPOSITIONED, 1968.)

(b) After ..... (date), every bus, truck, truck-tractor, trailer, semitrailer or pole trailer 80 inches or more in over-all width or 30 feet or more in over-all length shall be equipped with lamps meeting the requirements of this section. (NEW, 1968.)

(c) Vehicular hazard warning signal lamps used to display such warning to the front shall be mounted at the same level and as widely spaced laterally as practicable, and shall display simultaneously flashing white or amber lights, or any shade of color between white and amber. The lamps used to display such warning to the rear shall be mounted at the same level and as widely spaced laterally as practicable, and shall show simultaneously flashing amber or red lights, or any shade of color between amber and red. These warning lights shall be visible from a distance of not less than 500 feet in normal sunlight. (REVISED AND REPOSITIONED, 1968.)

Reproduced by: Farm Department  
National Safety Council  
425 N. Michigan Ave.  
Chicago, Ill. 60611



### Accident Experience

Data compiled by the Michigan State Police indicate the following record of farm equipment accidents:

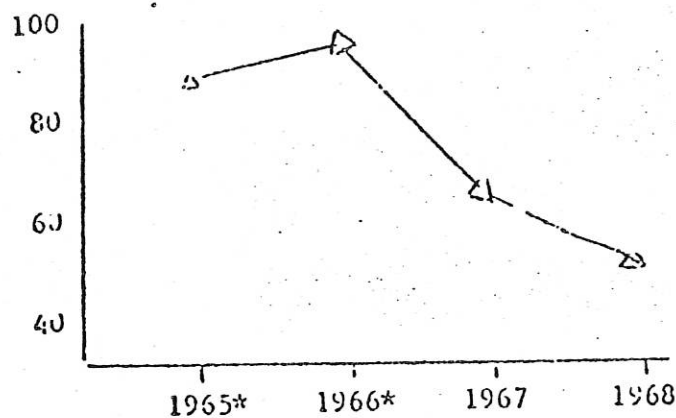
#### FREQUENCY OF FARM EQUIPMENT ACCIDENTS ON PUBLIC ROADS

Rear-end Collision-Non-intersection					All Other Types				
Year	Sub- Total	Fatal	Injury	Prop. Damage	Sub- Total	Fatal	Injury	Prop. Damage	Total
1966	95	4	50	41	253	10	99	144	348
1967	65	1	35	29	235	13	95	127	300
1968	50	0	35	15	262	12	97	153	312
* Change	-47%	**	-30%	-73%	+4%	**	-2%	+6%	-10%

\* Comparison of 1966 statistics to 1968 statistics. The 1966 statistics provide a base of accident experience the year before SMV emblem legislation went into effect.

\*\* Numbers too small to realistically compare by reporting per cent change.

#### REAR-END COLLISIONS INTO FARM EQUIPMENT, NOT AT INTERSECTION - MICHIGAN



\*Prior to the SMV emblem law.

### Summary

#### Use of SMV emblem:

1. Almost 40% of the farmers drive slow-moving vehicles on public roads more than once a week.
2. Less than 15% of the farmers have no occasion to drive tractors or self-propelled machinery on public roads.
3. Over 90% of the farmers said they used a SMV emblem every time they drive slow moving vehicles on public roads.
4. An average of 3.28 SMV emblems were reported per farm within six months following the effective date of the SMV emblem law.
5. A considerable number of farmers owned more than 10 emblems.

#### Accident Experience:

1. There has been a significant reduction (47%) in non-intersection rear end collisions with slow moving vehicles since the slow moving vehicle law went into effect.
2. The reduction in rear end collisions has been significant in all degrees of accident severity. Fatal injury was reduced from 4 deaths to none; while injury and property damage accidents were reduced from 50 to 35 and from 41 to 15, respectively.
3. There has been little change in frequency of other than the rear end collision type of farm equipment accident on public roads. Rear end collisions decreased 47 per cent while all other types of farm equipment accidents on roadways increased 4 per cent. This resulted in a net reduction of 10 per cent in the over-all farm equipment accident frequency on public roads.

#### Conclusions:

The findings of this study suggest the following conclusions based on Michigan experience:

1. Farm people purchase and applied the SMV emblem and exercised excellent compliance with the law specifying use of the emblem.
2. Use of the SMV emblem resulted in a significant decrease in both frequency and severity of rear end collisions into farm equipment on public roadways.

# SMV Emblem Helps Reduce Accidents

Reports from Nebraska and Michigan show substantial reduction of slow-moving vehicle-motor vehicle collisions, particularly where the motor vehicle hits the rear of the slow vehicle.

Use of the Slow-Moving Vehicle (SMV) emblem plus accompanying safety education programs are given most of the credit for these gains.

Both states decree roadway use of the SMV emblem on vehicles with speed capabilities less than 25 mph.

Shortly after the SMV emblem was developed by Harkness and Stuckey at Ohio State University, two states adopted legislation requiring slow-vehicle use of this highly visible, triangular device when on public roads. One was Nebraska; the other was Ohio.

Nebraska's SMV bill became law in 1965, and took effect January, 1967. At the present time, this law requires use of the emblem only on state (and U.S.) highways. But in effect, it assures that most farmers have emblems on equipment and it will be used on county roads.

What's happened to the number of car-tractor collisions since the adoption of the law? In 1965, there were 170 such collisions on Nebraska roads. The number dropped

to 145 in 1968. Deaths went from 11 in 1965 to six in 1968—a 40 per cent reduction. And this was in the face of considerable rise in overall traffic accidents, along with increasing travel by farm machinery on Nebraska roads.

Nebraska news media have vigorously pushed the emblem. Farmers, contractors, state highway department and all other agencies using slowing moving equipment have installed the device. Farm equipment dealers were early promoters of the emblem. Through their help it became readily available to farmers.

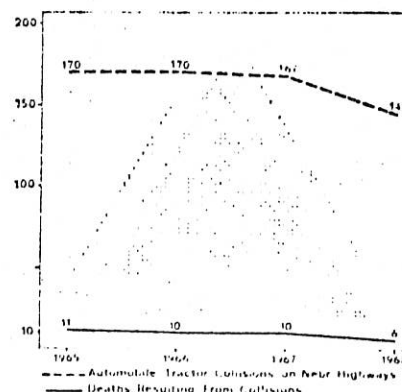
Perhaps the greatest leadership came from the Nebraska Farm Safety Council. Its concerted efforts successfully gained farmer use and motorist recognition of the emblem for safer travel on Nebraska roads.

Credit the SMV emblem for a sharp reduction in Michigan accidents where motor vehicles smash into slow-moving vehicles from the rear.

The Michigan SMV emblem law, which took effect in March, 1967, requires the emblem on slow-moving vehicles both day and night on all public roads.

The following data were compiled by the Michigan State Police:

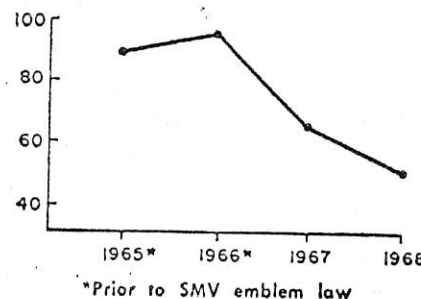
SV-MV COLLISIONS



Summarizing, there has been a big reduction (47 per cent) in non-intersection rear end collisions with slow-moving vehicles since the invocation of the SMV emblem law. Fatalities dropped from four in 1966 to zero in 1968. Disabling injuries were down from 50 to 35, and property damage cases plunged to 15 from 41. However, little change was noted in frequency of other types of roadway accidents involving farm equipment.

Michigan farm people have exercised excellent compliance with the law. Their use of the SMV emblem has resulted in a cut in both frequency and severity of rear collisions into farm equipment.

REAR-END COLLISIONS INTO FARM EQUIPMENT, NOT AT INTERSECTION—MICHIGAN



FREQUENCY OF FARM EQUIPMENT ACCIDENTS ON PUBLIC ROADS

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*Change	-47%	**	-30%	-73%	+4%	**	-2%	+6%	-10%

\* Comparison of 1966 statistics to 1968 statistics. The 1966 statistics provide a base of accident experience the year before SMV emblem legislation went into effect.

\*\* Numbers too small to realistically compare by reporting per cent change.

(Cont'd. on following page)

So far this year, nine additional states now have SMV emblem laws: Idaho, Montana, New Mexico, New York, North Dakota and Rhode Island, Texas, Washington and Wisconsin.

Other states with SMV emblem statutes are: California, Indiana, Iowa, Michigan, Minnesota, Nebraska, Ohio, Oklahoma, Oregon and Vermont. In addition, the Canadian provinces of Alberta, British Columbia, Manitoba, Ontario and Quebec have such legislation.

## Revised Uniform Vehicle Code

The 1968 Revised Uniform Vehicle Code has incorporated two recommendations with respect to implements of husbandry. The Revised Code now specifies that two simultaneously flashing amber lights, visible from both the front and rear, be mounted on new farm tractors and self-propelled units beginning at appropriate dates determined by the respective states. Also, the Code specifies that every farm tractor and every self-propelled unit of farm equipment or implement of husbandry designed for operation at speeds not in excess of 25 m.p.h. shall be equipped with a Slow-Moving Vehicle emblem when on public roads. In addition, the SMV emblem shall comply with the current standards and specifications of the American Society of Agricultural Engineers or as approved by the Commissioner of Motor Vehicles. The Code is published by the National Committee on Uniform Traffic Laws and Ordinances. It is a specimen set of motor vehicle laws, designed and advanced as a comprehensive guide or standard for state motor vehicle laws. The 1968 edition of the Uniform Vehicle Code is available, and for information, contact the NCUTLO at 525 School St., S. W., Washington, D.C. 20024.