

SUMMARY OF INFORMATION:

1. Safe-Teen was started in December of 1954 (17th) at Beaverton Union High School when a charter was established bearing the names of 100 enrollees. This is Charter No. 1. Mike Colley, a Beaverton Pep leader was the first Safe-Teen and in 1955 was given a certificate naming him Mr. Safe-Teen, having throughout the year conducted himself as a Safe-Teen should, assisting in instituting other chapters in the state and doing good public relations work for the chapter.
2. The project is of a continuous nature. Since that first 100 signed up nearly 100,000 other teen-agers have enrolled in 47 states and 7 foreign countries, to demonstrate to the world at large that teenagers can lead in highway safety.
3. The project was needed to combat the bad publicity that the entire teen-age group were getting for the bad driving antics of a small percentage. The fact that all squirrely driving acts were automatically assumed to be the work of a teen-ager became a thorn in the side of Judge Cook, and after an incident in which such a Johnny Doe turned out to be 45 years old, she lost her temper, determined to do something about it, and after study and counsel gave to the young people Safe-Teen to use in their own defense.
- 4.-5. Safe-Teen became incorporated on a non-profit basis in 1955, and the strips, cards, and idea were protected by the U.S. Patent Office, so that there would be no danger of the program becoming commercialized. It is paid for by interested adult groups who provide the funds for a good will reason, and not for thought of personal gain. The supporting groups consist of such organizations as service clubs, insurance agents associations, junior red cross, traffic safety councils, church groups of various natures, and any public minded individual or group that is

willing to undertake the responsibilities of sustaining the program in any interested community.

6. Related activities include assistance at roadeos, safety equipment check promotions, Safe-Teen given lectures on safety for interested groups, assistance in bicycle safety education and checking, sitting in on traffic courts for the purpose of learning and teaching, as well as to learn where the emphasis should be placed in creating proper attitudes toward driving practices. There is an organization forming in the Naomi Rooney Kinder Kolleges of the northwest, wherein tiny tots are taught the principles of safety. It's counsellors are Safe-Teens, and the group is called Safe-Tots.

7. Additional safety work done by Judge Cook,: conducts her own counselling probations on teen-age violators who come before her; has had only six repeaters out of two years of this type probation. There are between 36-38 on probation to her all the time. The state requires that the probations be set up on a year's basis. She has bi-monthly or monthly conferences as the individual case requires. Has had other probation adviser experience in Douglas county when a teacher there. She is vigilant about weak spots in the speed designations on the highways in her district, or bad corners, and need for signs, and has been instrumental through her contacts with the state agencies in getting life-saving signs put up at several crossings and rail road crossings. She is asked to moderate at safety council panels involving teen-agers quite frequently, and therefore has an opportunity to examine safety projects involving other activities than traffic. Business-wise she handles from 165 to 250 traffic cases in her court each month.

8. Judge Cook has made 17 TV shows since Safe-Teen began, two while on a trip to Midland, Michigan, where she spoke before the Midland County Safety Council, as a kick-off to the state-wide Safe-Teen program. One was in Omaha, Nebraska, where she reviewed the very fine Safe-Teen program set up in that city on a city-wide basis, with excellent records. The others were in Portland, Ore., Seattle, Washington, San Francisco, Calif., and Medford, Oregon. They have been in the nature of interviews mostly regarding the Safe-Teen movement. A multitude of publicity has been given to Safe-Teen throughout the country. A huge scrap book rests in her office in which have been accumulated a portion of the publicity. Many magazine articles and news magazines have carried the story. The March 31 issue of Classmate, the teen-ager Methodist Sunday School paper carried the story and had the cover picture. Town Journal's last issue carried the story, out of which over 750 letters of inquiry were received.

9. Direct results of the project has been to reduce the number of unfair indictments against young people as a whole for their driving. It is a positive program which has allowed people to approve of their teenagers' driving and to encourage them to "show the old folks", and where the program is active this has shown great results. We have reports from judges and other officials showing a sudden dropping of violations at the wheel where Safe-Teen is active. 25% - 76% drops have been reported. This is in the over-all picture, which shows that the young people have started the older ones thinking about their own driving and improving it. It has made smart driving popular and smarty driving unpopular--thereby drawing the so-called unreachables toward safety practices rather than to be pointed out as renegades by their own age group. The social pressures are terrific, and even more so where the program is back in several schools in a community, wherein competition for safe performance definitely develops.

10. In many communities the Safe-Teens have put on safety equipment inspections for their parents and adult friends; have patrolled residential sections during town meetings or sports events for fire and prowler prevention; have chauffeured VIPs visiting their communities; have participated in civic events such as Rose Parade, Portland, Forest Grove Barber Shop Quartet Festival, etc. As stated previously, the program has given rise to the Safe-Tots clubs, and one community established an I Wanna Bee club for bicyclers who wanted to grow up to be Safe-Teens. Safe-Teens work with the bicycle group in many communities, and also with the police departments; have participated and assisted in the production of roadeos and economy runs. The police say they know that they can depend on Safe-Teens to keep their heads, to conduct themselves in their cars with credit, and to be courteous at all times.