**NEWS AND NOTES**

**Under new management**

Editing the News and Notes pages has been handed over to Michael Hayes, one of the journal's associate editors, although the lion's share of the work for this issue was undertaken by Barry Pless. In future, the main contributors to these pages will be a new group of local correspondents and correspondents listed inside the front cover—and you, the readers, as we need your contributions. If you have news of events, publications, new research, programmes, changes in your department, please send them to one of the local correspondents or direct to Michael Hayes, Crichton Street, Edinburgh, EH10 5DW. The publication of the Notes pages has changed so that they must be submitted at least two months before publication.

**First, the good news**

Injury in the home and the playground can be substantially reduced according to the latest research from Victoria, Australia. Preliminary findings from the Latrobe Safe Communities Program, which began in 1992 with VicHealth funding, show that it is one of a few localities in the world to successfully reduce injury rates using a community based approach.

Analysis of Latrobe Regional Hospital emergency department data by Monash University Accident Research Centre (MUARC) has revealed a significant decrease (22%) in the number of people of all ages presented at the hospital with an injury sustained in a playground. The playground injury prevention program involves regular safety audits of school and municipal playgrounds, removing playground hazards, replacing older play equipment, and the maintenance of surfacing material.

A home safety project was also developed in response to findings that the home was the location of approximately 43% of all injuries recorded in the Latrobe Valley. Consequently, the project has reduced the frequency of injuries occurring at home by raising awareness, increasing knowledge, decreasing hazards, and increasing the use of safety products in local homes. Analysis of the Latrobe Regional Hospital data has shown a decrease of 28% in the number of people who present at the emergency department for home injuries.

The home safety project focuses mainly on young families and the elderly and linked related organisations. School, Child and Maternal Health Services, and day care providers participate in the project. Home buyers, builders and suppliers, home maintenance providers and home help staff are also involved, with an emphasis on fitting smoke detectors, lighting, hand rails, furniture replacement, flooring, pathways and electrical extension cords. Collaboration has also been established with local fire brigades, the public housing groups, and retail hardware stores.

The evaluation by MUARC was based on 43,000 injury cases from the Latrobe Regional Hospital emergency department injury data collection (1991-6) through to the Victorian Injury Surveillance System (VISS). Other data was obtained from random telephone surveys of 400 households in the Latrobe region in 1992 and 1995.

Two full reports on Latrobe Valley Better Health Injury Prevention Project: Impact and Outcome Evaluation will be available from Dr Lesley Day, MUARC, Melbourne, Victoria, Australia. Fax +61 3 9905 1809, e-mail: Lesley.DAY@ENG.monash.edu.au.

The publication concerning project activity will be available from: Henk Harbers; RMB, 1885 Falls Road, Narracan, Victoria 3824, Australia. Fax: +61 3 51369296, e-mail: henk@ausstralis.com.au.

**Hazard (VISS, Monash University)**

In the March 1996 issue there is a description of the Vehicular Injury Surveillance System (VISS) established with cords. Collaboration between detectors, researchers and funding, media and local fire brigades has resulted in a reduction of 22% in playground injuries.

In the March issue a description of dog bites involving children and requiring hospitalization. Almost 80% to children under 5 occur in a private home. A new Domestic Animals Act was introduced and its potential effects as well as those of other countermeasures are examined (K Ashby). A total of 1331 dog bite injuries involving children are included in the VISS database.

**Car seat programmes**

The spring/summer 1996 issue of Injury Control from the National Institute of Injury Prevention and Control (US) describes an imaginative car seat loaner program. One element in the car seat loaner program is an emphasis on correct installation and use. They would go out the family's car, show them how to put the seat into the car properly, how to restrain the child—and then observe the family do it. The program is important because it involved agencies and parents, who can be more effective at home.

In the UK, the Fit Safe Sit Safe project trains and accredits garages to check and provide advice on child restraints. The scheme, which was developed by Cheshire County Council and is now managed by the CAPT, is funded by the Department of Transport. So far, only 23 local authorities have signed up for the scheme. Priorities for the next year are publicising the effects of incorrectly fitted or used child restraints, and alerting parents encouraging them to visit their Fit Safe Sit Safe centres, extending the scheme into new areas, and recruiting retailers as associates to ensure that the problem is also addressed at source. Further details: 01217457555, e-mail: CAPT-Aiect@yr.nospam.net.uk.

**Canadian child car seat warnings**

Child car seats have been receiving some important publicity in Canada. In September, CAA-Quebec, in cooperation with Transport Canada (TC), issued a child restraint advisory to alert consumers to a concern raised as the result of a 'not acceptable' rating given to the Evenflo Travel Tandem Infant Restraint when used with its base. Basically, there have been two opposing test results prompting TC to open a Defect Investigation in September 1996. Subsequently, TC concluded the restraint 'may have a serious safety problem' and issued a notice stating that the manufacturer 'will be offering a repair kit, free of charge, for consumers who have one of the affected restraint systems'.

Then CAA-Quebec and TC warned that a Jupiter booster seat has a label that does not comply with Canadian safety standards, requiring that such seats be used for children 18 kg and over, whereas the label specifies 14–27 kg. A similar alert applies to a 'possible problem' with T-shields that secure a child into a car seat that may develop cracks due to exposure to sunlight. The cracks expose interior foam that if ingested could be harmful.

Owners of Fisher-Price car seats have been advised by CAA-TC that replacement parts will soon become unavailable. This is an interesting problem and we wonder if other such examples exist.

**Controlling poisoning**

In the spring/summer 1996 edition of Injury Control is an important story outlining the impact of reducing services, one result of which was significant delays in obtaining information. Not surprisingly, despite all advances since the Poison Prevention Packaging Act was passed in 1970, this remains an important problem with 60% of all poisonings reported to Poison control centers each year, 60% involving children under 6 years of age. Minority children are a special risk. The main story, however, is an extensive description of the main elements of biomechanics, and the safety benefits that have followed.

The June 1996 issue of the VISS newsletter, Hazard, also examines poisonings in early childhood—a problem many believe had been vanquished by child resistant closures (CRCs) and the like. It focuses on children under 5 and includes a number of important preventive recommendations. Over a 7 year period over 4608 cases of poisoning among children in this age group were admitted to hospital in Victoria. Not surprisingly, the most common agents were respiratory sys-
tem/muscle relaxants, paracetamol, and antihistamines. Most importantly, the report includes a large number of practical recommendations ranging from improved storage, better labelling, prescribing by weight, better CRG, to strengthening foil backing.

Side impact issues
The 28 September 1996 issue of Status Report produced by the Insurance Institute for Highway Safety (IIHS) presents a detailed analysis and comparison of US and European approaches to side impact protection which ‘reflect more differences than agreement’. A side bar commentary notes that neither standard gives head protection the attention it deserves. Also of concern is the quest for an appropriate crash test dummy for use worldwide. One paper suggests that the very same car could be designed two ways to meet two different side impact standards so that a car ‘that looks the same could differ in crash protection depending on whether it is for sale in the US or Europe’ (Status Report, 1005 North Glebe Road, Arlington, VA 22201, USA or http://www.ihsafety.org).

Injury Issues Monitor
In the National Injury Surveillance Unit (NISU) report from Australia there is a collection of photographs of attendees at the Third International Conference on Injury Prevention and Control which includes an impressive selection of members of the editorial board. See if you can find the one of your (repeatedly) injured editor! Also included is a summary of several associated meetings including one that preceded the conference on measuring the burden of injury. It included a debate on the cost of a human life, said to be about $750 000 using the human capital, or lost wages approach, and about $3 000 000 using willingness to pay, or ‘what I might pay to save your (my?) life’, approach. No conclusion was reached as to which was better. In the theme of this issue revealed, the evaluation of materials used. The special focus of this initiative were home safety, especially burns and scalds; road safety, especially safe speed and pick up and drop off behaviour at schools; and play safety, especially trampolines. What impressed me most is the great use of colour on the posters; their imaginative designs; and the range of materials—starter packs, background information sheets, safety tips, etc. More information: Safekids (NZ), Avondale Fire Station, PO Box 19544, Avondale, Auckland 7, New Zealand. Fax +64 9 820 1191, e-mail: safekids@scion.co.nz.

Summer Safety will again be the theme of the UK Child Safety Week (23–29 June) in response to the evaluation of the 1996 theme. This theme allows practitioners considerable freedom in their choice of local programmes. Market research undertaken before the 1996 week revealed that parents had little idea about the likelihood of their children suffering an accident requiring hospital treatment, but they were more concerned about accidents as a cause of death than murder, cancer, AIDS—and ‘mad cow disease’! The week, run by the Child Accident Prevention Trust, will be celebrating its fifth birthday in 1997. Further details: Lesley Corner, CAPT, 18–20 Partridge Lane, London EC1R 3AU, UK. Fax +44 171 608 3674, e-mail: safe@capt.de- mon.co.uk.

ECOSA consumer safety conferences
The European Consumer Safety Association (ECOSA) is staging a series of conferences in Barcelona in mid-April 1997 under the title ‘New Challenges for Consumer Safety in a Global Market’. Further details: ECOSA, PO Box 75169, 1070 AD Amsterdam, The Netherlands. Fax +31 20 511 4510, e-mail: scvnl@as4all.nl.

Safety weeks
The theme, Make it Kidsafe, for Kidsafe Week 96 in New Zealand characterises the contents of this bumper bundle of marvellous materials. Although US homicide rates have remained stable since 1985, those for 15–24 year olds have steadily increased, with a suggestion of a small decline in 1992. The average age at which parents become grandparents in Britain is 53.

SAFEKIDS Campaign
Among the materials received from the SAFEKIDS Campaign since our last issue went to press are the following: Creating a Safe Nursery; Back-to-School Safety; Fire and Halloween Safety Tips; Keeping your Grandchildren Safe and Sound.

Timely arrival
Also on the theme of grandparents, Bountiful is the company in the UK that provides mobile new parents with a free pack containing baby food and nappy samples, some health promotion information, etc, has published a new quarterly magazine. Arrivals aimed at new grandparents. It contains regular articles on child safety from the CAPT. The average age at which parents become grandparents in Britain is 53.

Who’s who in traffic safety
This marvellous guide to agencies and organizations in the US was compiled by the Education Development Center, Inc (25 Chapel Street, Newtown, MA 02158, USA) and the University of Illinois at Chicago, Department of Emergency Medicine, with funding from the National Highway Traffic Safety Administration (NHTSA). It lists at federal, state, and local government associations, traffic safety and medical organizations, and other partners.

Moving Forward: Expanding Collaborations Between Traffic Safety and Public Health
This monograph includes a description of the Arizona Buckle Up Baby program and the West Valley City, Utah: Reduction of Child Pedestrian Injuries initiative. The Black Hawk County, Iowa ‘Arrive Alive’ community traffic safety program includes elements of education and enforcement, helmet promotion, youthful impaired driving, and self-sufficiency. Two other programs focused more on adults. Unfortunately, evaluation results are not yet available but the programs look promising. Produced for the Education Development Center, Inc (25 Chapel Street, Newtown, MA 02158, USA) by Bob Ross, NHTSA, NTS–22, 400 th St, Washington, DC 20590, USA.
Childhood Injury in Hennepin County

This remarkable booklet (63 pages) is astonishingly comprehensive. It was written and prepared by S Mollicani, MPH and K Strauman-Raymond, PHN, MPH. Presented with elegance and clarity, it is an accelerant of childhood injury as a public health issue, the leading causes resulting in fatalities, admissions, emergency department visits, etc., sections on unintentional and intentional injuries, a set of special topics (child care, school, and work) and a concluding section, ‘Developing a Coordinated Approach’. It is a useful model for others wishing to similarly ‘local’ reporting. Available from: The Childhood Injury Prevention Project, Hennepin County Community Health Department, Health Services Building, Level 3, 525 Portland Avenue, Minneapolis, MN 55415, USA.

Another playground hazard

The US Consumer Product Safety Commission (CPSC) has reported that chopping and petting paint is a potential lead poisoning hazard for small children. This conclusion is based on tests on paint from 26 playgrounds in 13 cities; 16 sites in 11 cities were found to have lead levels high enough to warrant hazard control measures (Reuters, 2 October 1996).

A sobering statistic

In the US fatal accidents increased last year for the third straight year, led by the first rise in drunken driving deaths in a decade (AP).

Texas speed limits; deaths up

Traffic deaths in Texas have increased 17% (an average of 40 more per month) since the state began raising highway speed limits last year. In rural areas, where interstate traffic is now permitted to go as fast as 70 mph, fatalities increased 28%. This increase is similar to what was found in California; a 17% increase in fatal crashes during the first 11 weeks of higher speed limits (Purriot Law Firm, 1996). Editor note: There is more general assessment of the decision to permit states to raise speed limits shows an increase in eight states and a fall in four. (In one of the latter, the decline is attributed to enforcement of seat belt and drunken driving laws.) NHTSA cautions that it is too soon to draw firm conclusions. But the words of one state trooper seem convincing: ‘It opens vehicles up. Doors come off, windows come in’ (R Schmid, AP).

$5 million for agricultural injury prevention

$5 million has been appropriated to the US National Institute for Occupational Safety and Health (NIOSH) to implement a national plan for childhood agricultural injury prevention initiatives, including research, public education, professional training, community and family services, and policy enforcement. This action plan is drawn directly from the recommendations issued by the National Committee for Childhood Agricultural Injury Prevention (NCCAIP), a public and private sector multidisciplinary initiative. NCCAIP’s national action plan ‘Children and agriculture: Opportunities for safety and health’ containing the goal, 13 objectives, and 43 recommended action steps is available in limited quantities from NCCAIP, National Farm Medicine Center, 1000 North Oak Avenue, Marshfield, WI 54449-5790, USA or via e-mail to Leeb@mfldclin.edu.

‘Born to be a rock star’

This is the title of an article in the Guardian (1 November 1996) about a 16 year old expert rock climber whose parents have decided to let him ‘do his own thing’. Commenting on that ‘thing’ the teenager says, ‘I haven’t had a death wish. I don’t feel like I’m going to die. But I do like being in situations where that’s possible’. His reaction is not to question his undoubted skills, but whether he is mature enough to make sound decisions. He decided to do a dangerous climb ‘on sight’, that is, without prior knowledge, and found himself at a point where, in his words, ‘the holds started running out and everything got scary’. He could see a foothold two feet away, but if I was to come off it would be a 70 foot fall, and I’d stop two feet off the ground’.

International choking

Among many other items of interest on ISCAPNET recently, was an exchange between David Bass (S Africa) and Jan Shield (Australia) about causes of choking in young children. The question, which actually started in an Australian government department, was on tubular r rectangular boxes for Smarties, small, tablet shaped chocolates. Apparently, in South Africa Smarties have always been sold in rectangular boxes. Bass adds that these are more fun because when the box is empty you can blow into it and makes a whistling sound. David Bass’ concern is the aluminium bottle tops as a cause of near choking among 2 – 5 year olds, whereas Jan noted two cases where the Smartie tube top was a cause of choking. She also noted that Australian drink cans have ‘ring pulls’ that stay attached to the can and push inside while drinking. The section for evidence eventually extended to the UK’s Home and Leisure Accident Surveillance System which revealed no Smartie tube top related incidents.

Another (partial) success story

I recently came across an old (December 1995) CDC Morbidity and Mortality Weekly Report in which there was an update on alcohol related traffic crashes and fatalities. What caught my attention were the figures in a table showing the estimated percentage of alcohol involved drivers in crashes in which someone was killed. For 15 – 17 year olds in 1982 the figure was 26.5%; in 1994 it had fallen to 13.9% (MMWR, 44: 47).

Risks of in-line skating

The New York Times published a graph based on US CPSC data noting that of the 42 deaths of in-line skaters since 1992 ‘nearly all . . . were of people not wearing helmets . . .’ Moreover, youths 10 – 14 made up 42% of all these injuries reported in 1995, with wrist injuries being the most common. Does anyone know if there are good data on the effectiveness (efficacy) of wrist guards these skaters are urged to wear? And, just for the sake of curiosity, do we know that one municipality (Montreal West) has amended a bylaw requiring helmets for cyclists to include skateboarders (J Keri, Gazette, 12 September 1996).

Airbags . . . again!

‘As passenger-side airbags become more common, more children are being killed by them, the National Transportation Safety Board (NTSB) (US) said . . . but . . . the board assigned most of the blame to parents who ignore safety recommendations and put their children in the front seat’ (M Wald, New York Times, 18 September 1996). A recent ‘beheading’ has stirred the controversy again, but as Baker pointed out in a letter to the editor, there is a great danger of over-reacting to the point that the benefits of the airbag will be forgotten. For example, a more recent New York Times article (R Meredith, 21 November 1996) states that the Transport Department has decided to allow drivers to have the airbags disconnected and to permit manufacturers to make airbags that inflate more slowly.

Magpie warning

Two children required eye surgery after being attacked by magpies in Australia recently. Eye surgeons warned people to keep clear of bird nesting areas during the spring breeding season. It appears that children, particularly those on bicycles, are targets for these medium sized birds, usually in built up areas (D Graham, Age, 11 September 1996).

Urban fox attack

The London Evening Standard reported that a 5 month old baby was attacked by a fox in south London, while in its pram in the conservatory. The fox was frightened off when the mother ran into the room when she heard the baby scream. In the same story, the newspaper managed to make mention of the fact that seven of the Queen’s flamingos were killed by a fox in the garden of the royal residence, Buckingham Palace, earlier in the year!

Without comment

‘The government has this attitude where they feel they have to take care of people from womb to tomb. I go by the New Hampshire philosophy, ‘Live free or die’. Seat belts, for example, are not required by law there. The government relies on people’s common sense to know when to wear one’ (E Manis, Montreal West).

Another helmet issue

Jan Shield sent some clippings from Australia, one of which deals with a suggestion by doctors in Victoria that helmets should be made compulsory for young skiers. This is based on a study showing that ski related injuries are more hazardous than driving a car—the risk of a death being about eight times greater.

More on snow safety

Although not an appropriate message for all readers of Injury Prevention, Safe Kids Alberta has prepared a package of materials addressing the dangers of winter recreational sports like tobogganing and sledding. Included is a fact sheet, a poster, a colourful flyer, and an overview, for the press. Further details: Safe Kids Alberta, University of Alberta Hospital, Suite 4100 EDC, 8440-112 Street, Edmonton, Alberta, T6G 2B7, Canada.
Fatal pram collapse
A 4 month old baby in Australia died when a hospital pram collapsed, suffocating her (V Button, Age, 1 October 1996).

Crib slat problems
The US CPSC has announced that it is beginning the rule making process to address problems associated with crib slats. Since 1985, the commission has received about 1038 reports of incidents of crib slat disengagements resulting in 12 deaths from suffocation and strangulation. Injuries and deaths occurred when a child's body slipped through the crib railing where slats were missing, broken, or loose, and the child was caught by the head and strangled. 'Although the commission staff has asked the crib industry to amend its voluntary standard to address the hazards of crib slat disengagement, the industry has declined to do so', said CPSC Chairman Ann Brown. 'Having the commission adopt a more rigorous standard would ensure better quality cribs that are safer and last longer.'

Heatwaves: an injury?
More Australians have died in heatwaves than in any other natural disaster. I am curious how readers view this: is it an 'injury' or 'accident' or neither?

Child Safety Review
The most recent newsletter of the CAPT features a story on fire safety, calling attention to fears over cigarette lighters as a cause of household fires. The study by that although child resistant lighters are mandatory in the US and Canada, there are no immediate plans to follow this example in the UK. A conference on home fires held in Paris, co-hosted by CAPT, took place on 21 October 1996. Other issues addressed in Child Safety Review is the danger of burns from fireworks; dangerous toy cars; the Safe Routes to School project; the apparent success of York's Accident Reduction Strategy in reducing road accidents by 40% between 1981 – 5; escalator and railway dangers; dog attacks; a minibus seat belt update; and North Tyneside's Home Safety Loan Equipment scheme.

Health Psychology Unit
This unit, in South Africa, is a research and service delivery programme established in 1986 that focused initially on traumatic brain injury and which, in 1990, established a Centre for Peace Action. Further details: Unisa Health Psychology Unit, Centre for Peace Action, NGCRO, 25 Hospital Street, Hilbrow, PO Box 4788, 2000 Johannesburg, South Africa.

Protecting pedestrians
A study by Retting et al, 'The influence of signs and pavement marking on pedestrian behavior and conflicts with turning vehicles' is available from Publications, IIHS, 1005 Glebe Road, Arlington, VA 22201, USA. The summary in Status Report (31, 7) suggests that these markings led to a decrease in the number of conflicts between pedestrians and cars.

Clothing strangulation
Susan Pollack, drew the attention of ISCAIP-NET readers to the following small victory in the strangling battle: 'A recent Lands' End catalogue contained a postcard explaining why they have removed drawstrings from their clothing, citing the injury risks and the CPSC recommendations. I thought this might be a useful positive example for anyone working with industry to get them to take a more proactive safety stance. (In contrast, the attorney for the bucket manufacturers association tried to tell me all the reasons why their buckets didn't have to have drowning warning labels, and Winn Dixie is still selling those buckets unlabelled, despite Kentucky having had two bucket drowning fatalities within a few weeks late this summer.) Susan Pollack, PO Box 1005, PO Box 1005, Arlington, VA 22201, USA.

Minister for Children?
Only 4% of the representative sample of 1000 people thought that central government in the UK 'works very well' for children. More than one in three of the respondents (36%) had at least two children; a third (33%) had an even higher proportion of parents (77%) believed politicians gave little thought to the effects of their policies on children. More than three quarters of the respondents agreed that there should be a Minister for Children, responsible to the Prime Minister for developing an overall governmental strategy for children (79%); ensuring that different departments work together for the good of children (81%); and ensuring that the impact of policies on children is properly considered (81%). Support for a designated minister with these roles rose to 85% of parents, and 88% of the 15–24 year olds. Support was strong across all age groups. The report, Effective Government Structures for Children is published by the Gulbenkian Foundation, 98 Portland Place, London W1 4ET, UK. Fax +44 171 637 3421.

Finally! A program evaluated
Joanne Vincenten, the Director of Safe Kids in Edmonton, Alberta has sent a copy of an evaluation conducted to assess the Child Passenger Restraint Education and Enforcement Project, a pilot project that ran from May to August this year. It used community partnerships involving public health nurses and the ROMP in that city. In fact, 12 children were properly restrained and ticked those drivers whose children were not, but also gave parents several options including the opportunity to attend a 30 minute educational session. The details are worth obtaining because if it is a model others should follow. Available from: K Nykolwsby, o Safe Kids, 4100 EDC, 8038-114 Street, Edmonton, Alberta T6G 2V2, Canada.

Moral debate over 'incorrect toys'
A lengthy feature in the Independent (25 October 1996) describes efforts by various toy stores in the UK to remove replica handguns, machine guns, toys blinding, but many computer games remain that depict guns, knives or fighting on the cover (J Jury, S Boggan). Still, the withdrawal of replica guns is a major step in the right direction.

Tape dash leads to drowning
A 30 second dash to retrieve a forgotten videocassette resulted in an unattended car rolling into a nearby river in Quebec, drown-
states that this number of children, some as young as 7, have fought in 33 armed conflicts worldwide in the past year. Britain, Canada, Cuba, and Pakistan have been opposing a bid to raise to 18 the minimum age for recruitment to military duty (because they accept volunteers as young as 16 years). It appears that the lightweight AK47 and others like it have made this new form of child labour feasible.

Man jailed for carrying work knives  

After the passage in Britain of the Offensive Weapons Act in July, prompted by the stabbing of a London head teacher, a man was arrested for carrying three knives that he claimed were used for his job, cutting straps around newspaper bundles. He was jailed for two weeks (V Chaudhary, Guardian). Most papers ridiculed the sentence and failed to report that he had been convicted of possessing a knife as an offensive weapon eight years earlier, at age 18.

Drinking and driving  

Alcohol Alert, a publication of the National Institute on Alcohol Abuse and Alcoholism (January 1996), that reminds us that 'Young drivers are inexperienced not only in driving but in drinking and in combining the two activities. State laws that have raised the legal drinking age to 21 are credited with having prevented almost 1000 deaths annually in the US. Laws to reduce the blood alcohol limit to 0.02% or lower ('zero tolerance law') for young drivers has been passed by 29 states and DC (More details: http://www.niaaa.nih.gov).

Minibus safety advice  

In November 1993 there was a crash in the UK that killed a teacher and 12 children when their minibus ran into a parked 12.5 tonne road maintenance lorry on the shoulder of a motorway. One of the outcomes of this crash was a reinforcement of the call for seat belts to be fitted in all seats in minibuses. The Department of Transport has now published 'Advice to users and operators of minibuses and coaches carrying children' and 'Advice on retro-fitting seat belts to minibuses and coaches'. This is a complex area as it is not simply a matter of screwing seat belts into minibuses as the structures may not always be strong enough to carry crash loadings. Driver training and licensing and permitted driving hours are also key issues and have been addressed in other legislation and advice. Copies of the advice on seat belts from: CJ Howsham, Department of Transport, Zone 204, Great Minster House, 76 Marsham Street, London SW1P 4DR, UK, e-mail: rv1.dot@gnet.gov.uk (http://www.open.gov.uk/dot/dothome.htm).

National Library of Medicine Accepts Injury Prevention

It is with great delight — and more than a tincture of relief — that I announce that Injury Prevention has been accepted by the National Library of Medicine, and, accordingly, will be listed in Medline and Index Medicus. This is a singular accomplishment after only two full years of publication because only about 20% of journals considered each year survive the selection process. Our success is a tribute to the dedication of the Editorial Board, our contributors, reviewers, and publishers. As noted previously, it is customary to index material from the first issue, so contributors who had faith in us from the beginning will be rewarded along with future authors.