

AAA Reading-Berks Member Publication

on the go

**Asleep at the
Wheel**

**Staying the Same,
Keeping Up**



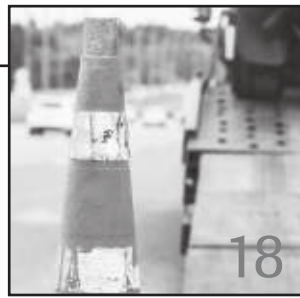
**May
June
2023**

PERIODICAL

70 Years of Legendary Vehicles

Honda, Acura, Ford Recalls

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Cover

A scenic snapshot of the loveliness of Cook Forest State Park. Visitors to the recently-revived Cook Forest French and Indian War Encampment will find themselves immersed in early American history. Demonstrations of blacksmithing, sinew processing, cooking, cannon and musket firing, 18th-century surgical techniques and more will educate and enthrall. More on page 16.

NOTICE - SPECIAL OFFICE HOURS:

Our office will be closed for the following observances - *Monday, May 29 Memorial Day; Tuesday, July 4 Independence Day*

On The Go

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President's Note

Peter J. Armstrong
President/CEO

“...traveling in an RV brings
some risks along for the
ride...”

On the Road Again...in an RV?

The kids will soon be on summer break, and mom and dad are planning a big surprise - we're all going RV-ing this summer!

Sounds great, right? Just the family, getting in some bonding time, shunning electronic devices and sharing experiences, living like nomads. The U.S. has so much to see! Where to start?

Regardless of whatever points of interest make it to the “must see” list, attention must be given to the safety aspect of hitting the road in a large motor vehicle - especially if this is the first time for the driver. There are many common reasons that RVs are involved in crashes - more than 70,000/year in the United States. Inexperience and various other factors play a role in RV crash causation.

It may go without saying, but let's state it outright: Driving an RV is *not* like driving a car. RVs are longer and heavier; the average length of a motor vehicle in the U.S. is 14.7 feet. Compare that to the Class A motorhomes that can be 25 to 45 feet long!

Don't like the blind spots in your family SUV? That's nothing compared to the limited visibility of a motorhome. Failing to see another vehicle in the lane beside an RV due to a blind spot is a common cause of crashes as reported by drivers and traffic safety professionals.

We're not denying the many benefits of traveling in an RV - it can be cheaper, allows for a flexible itinerary, it's ideal for social distancing, you bring the comforts of home with you, and it's a great way to experience nature. You may have even more reasons to prefer RV-ing.

But traveling in an RV brings some risks along for the ride. And, for whatever reason, Pennsylvania does not require any type of driving skills test or driver's license to operate an RV 26,000 lbs or less. PA residents do need a non-commercial Class B license to operate an RV that weighs 26,001lbs or more, which

requires a driving and skills test. But whether you own or rent your vacation RV, you are often just handed the keys and sent on your merry way. Good luck! Happy trails!

When you imagine traveling in an RV, you probably picture yourself rolling along on open highways, bucolic vistas as far as the eye can see. A gorgeous sunrise gives way to azure skies with cotton ball clouds. Ah, life is good!

Ok, erase all that. In actuality, you're more likely to be caught up in heavy traffic on interstates, comprised of those who are also on vacation mixed in with a lot of large truck traffic. This can cause a level of stress that you were hoping to leave behind. There are various RV trip planning apps to help you avoid highway traffic - planning ahead is often well worth the effort.

One safety rule that applies to driving any type of vehicle is to be well rested when you get behind the wheel. This will help you be alert and ready to react to driving emergencies and changing driving conditions. Overtired drivers is another common cause of RV crashes.

You'll soon find out that driving a large RV is like operating a rolling billboard - passing trucks and high wind areas (like going over a bridge or through South Dakota) present challenges that the novice RV driver may not be prepared to handle. Stay in the right-hand lane and don't go faster than the speed rating of your RV's tires. Drive predictably, use your mirrors, expect the unexpected from other drivers and allow for increased braking distance. Practice making wide turns, review and understand all of the “bells and whistles” of the RV (“Where's the windshield wiper button?!”) and maintain a greater distance between you and the vehicle ahead.

Living the nomadic RV life may be a dream. Don't let it become a nightmare and ruin your summer.

Three Ways to Pack Better

Boxes, packing tape, boxes, packing peanuts and—you guessed it—more boxes. That's right; it's time to start packing up for the big move. Packing up your belongings carefully will help the unpacking process be less overwhelming.

Be sure to stay organized and maintain a positive attitude during this tedious task. These three pointers will have you on your way to efficient packing in no time.

• **Start early.** Most people think they have less stuff than they really do, so be sure to leave enough time to pack it all. Making a calendar timeline of what should be packed up by when will help get everything done on time. Be sure to track your progress and make adjustments if necessary.

• **Organization is a must.** By making lists according to your current place and future place, you will be able to help you manage what is going where. Color-coding different room types (i.e. kids' rooms, playroom, bathroom, master bedroom, kitchen,

craft room, etc.) on the outside of boxes with colored tape or post-its will help keep items organized as you pack belongings in and pull them out of boxes.


• Pack the "essentials" box first.

This 'lifeline' of sorts should be the first off the moving truck and perhaps even transported with you in the car. The small (but mighty) box should contain everything you need for a couple of nights including linens, extra toiletries and towels. Keep in mind that a little goes a long way—if in dire need, a convenience or drug store is likely minutes away in any new city.

In addition to savings on moving services, AAA members receive up to \$100,000 Full Value Protection (an average savings of \$560) at no additional charge on state-to-state moves with Atlas Van Lines. Call 1-800-621-6547 or visit AAA.com/AtlasVanLines. Discounts vary and are not available in all areas. Across town and within state services are performed under Atlas agents' authorities.


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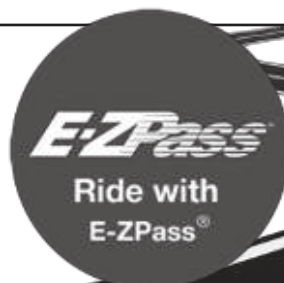
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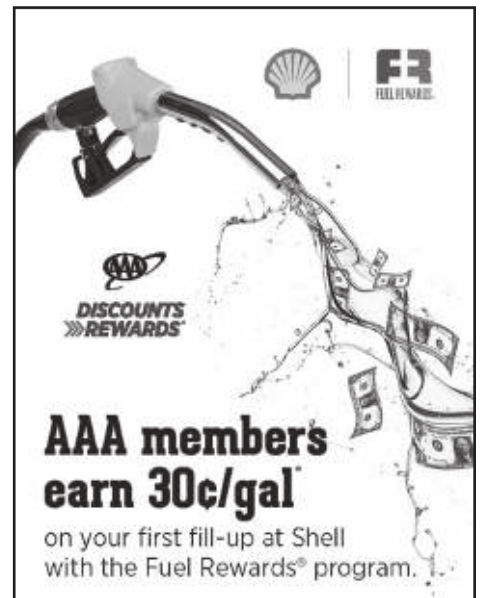


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staying the same, keeping up

The Kutztown Folk Festival was founded in 1950 and is the oldest continuously operated folklife festival in America. Located at the Kutztown Fairgrounds, 450 Wentz Street, the nine-day event will run this year from July 1 through July 9.

The festival is recognized nationally for its authentic Pennsylvania German culture, including food and culinary experiences; music and five stages of entertainment; and interpretive demonstrations by traditional craftsmen who travel from the middle of the U.S. and up and down the East Coast.

“Although many other popular celebrations preceded the Kutztown festival, it has had a national impact as the first festival founded and designed on the folklife concept and eventually served as a model for the national Smithsonian Folklife Festival,” according to Patrick Donmoyer, Director of the Pennsylvania German Cultural Heritage Center, whose article Kutztown Folk Festival: America’s Oldest Folklife Celebration was published in the Summer 2019 issue of Pennsylvania Heritage.

Heather Zimmerman, Festival Director for a second



year, reflects on her role: "I am very grateful we were able to bring back the beloved Folk Festival after a two-year hiatus. 2022 just laid the groundwork for more exciting opportunities to come, so the Festival lives on for future generations. It was clear how many people devote their heart and time to make this an event for others to enjoy. That was very humbling for me to experience."

The Quilt Barn remains a popular draw for visitors from inside and far outside the region. "Last summer, we reported the best sales numbers in a decade," noted Craig Koller, Quilt Auction Emcee.

Cyndi Hershey, Quilt Education & Development Director, noted: "We are building on what we had done last year." One example is a new vendor from New Jersey who finds old or worn furniture and then reupholsters chairs, footstools, and settees with quilts. This vendor will be stationed inside the Quilt Barn. Quilting demonstrations in the Quilt Barn are expected; however, this year, demonstrations will also take place on the fairgrounds at different times during each day.



Diane Phalen, Pennsylvania native and watercolor artist, will return to the Quilt Barn to sell her prints and cards, and Barry Bennecoff, a juried member of the Reading-Berks Guild of Craftsmen and a member of the Pennsylvania Guild of Craftsmen, will sell his popular quilt racks.

The Visitors' Quilt, a longstanding tradition, allows children and adults to try their hands at stitching a quilt square with the option of signing their squares—Each year, quilters finish the Visitors' Quilt and display it the following year. In 2022, 20 years' worth of Visitors' Quilts were exhibited. "It's common for visitors to return in hopes of finding their square from years past," remarked Hershey.

New this year will be a History Trail featuring and acknowledging local people whose years-long contributions have shaped the festival's legacy. Patrick Donmoyer will design the panels, and new ones will be added each year. Also new from the GoggleWorks Center for the Arts is a complete suite of mobile studios and programs with renowned artists showcasing and teaching techniques to visitors on a rolling schedule in stimulating art forms. In the words of Kay Bennecoff, Host of BCTV's Your Berks Craftsmen, the festival is "staying the same and keeping up at the same time."

Visit <https://www.kutztownfestival.com/> to purchase your advance tickets online and to explore Things to Do, merchandise, vendors, and entertainment schedules.

Honda/Acura, Ford Recalls

Owners of 2017-2020 Honda CR-V, 2018-2019 Honda Accord and Accord Hybrid sedans, 2018-2020 Honda Odyssey minivans, 2019 Honda Insight sedans, and 2019-2020 Acura RDX SUVs will want to pay close attention to the latest recall issued by the National Highway Traffic Safety Administration (NHTSA).

The recall is to fix seat belts in more than 448,000 sedans, SUVs, and minivans. It has been found that, due to a manufacturing issue, front seat belt buckles in these vehicles might not latch properly. This defect only gets worse with repeated use, resulting in the possible malfunction during a crash and increased risk of injury to vehicle occupants.

Owners of vehicles affected by this recall should contact Honda at 888-

234-2138, re: Recall 23V158. Honda and Acura started contacting owners of affected vehicles by mail beginning April 17, 2023. Honda and Acura dealerships will replace the faulty components free of charge.

NHTSA also announced a recall affecting 1.2 million Ford and Lincoln vehicles. According to NHTSA, 2013-2018 Ford Fusion and Lincoln MKZ models may have front brake hoses that could rupture and leak brake fluid. A loss of brake fluid can result in increased brake pedal travel, increasing the distance needed to stop the affected vehicle.

Ford dealers are replacing the front brake hoses free of charge. Owners who have questions should call Ford customer service 1-866-436-7332, re: "Recall 23S12".



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AAA - Top 2022 Diamond Hotels/Restaurants

AAA unveiled the 5-Diamond and 4-Diamond properties of 2022. These hotels and restaurants represent the best of the best in lodging and dining.

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Consistency: AAA Diamond properties – no matter the designation – have one thing in common: consistency. Unlike subjective star reviews, Diamond inspections rely on published guidelines based on industry standards.

5-Diamond Hotels Near Berks

Four Seasons Hotel Philadelphia at

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4-Diamond Hotels Near Berks

Wind Creek Bethlehem

5-Diamond Restaurants Near Berks

Jean-Georges Philadelphia (in the Four Seasons Hotel Philadelphia)

4-Diamond Restaurants Near Berks

The Circular, Hershey
Barclay Prime, Philadelphia
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Concern About Aging Tires

Dear Ask Ed:

I have a Buick La Crosse with 40,000 original miles since I purchased it in November 2014. The car is garaged most of the time with current use of 5000 miles annually. The tires have a good appearance and enough tread to pass state inspection, I believe, but I am concerned about the recommended number of years of use. My question has to do with whether or not to replace the tires. At age 92, I plan to keep the car. Your recommendation is appreciated.

Marty W.

Dear Marty,

Tires do fail because of their age. We see this on motorhomes and travel trailers. Tires that are eight years old or older will come apart because of their age. The tires look like they are nearly new but under the surface there is unseen damage from ultraviolet light, temperature change, humidity changes, etc.

A couple of years ago my wife and I went on a road service call for one of our RV members. It was late afternoon on a Friday and our member and his family were on their way to a camping weekend. With his travel trailer in tow they headed south on Route 222 into Lancaster County.

Unfortunately, one of his eight-year-old travel trailer tires blew out. He had a spare and changed the flat tire himself. A few more miles south on Route 222 he had another blow-out near the Brownstown exit. Not only did another tire fail, but a third tire that was holding air had a large bulge on the sidewall.



We arrived with two tires from our own personal trailer and exchanged them for the two flats and followed him to a tire shop in Morgantown where he had four new tires installed on his travel trailer.

Marty, your tires may be in better shape than most because your vehicle is kept in a garage when it is not being used. That can certainly help.

A person who is knowledgeable with the markings on tires can read the date code and make recommendations to you. I would recommend Dulin's Tire & Service. They are an AAA Approved Auto Repair facility have two locations - one on Lancaster Avenue in Shillington and one on Centre Avenue in Reading.



AskEd@aaardgberks.com

Marty, I hope this information is helpful. Thanks for writing in. Happy motoring!

Ed

Contact Ed with your automotive question either by email at AskEd@aaardgberks.com or by writing to him at AAA Reading-Berks, 920 Van Reed Road, Wyomissing, PA 19610, Attn: Ask Ed.



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asleep at the wheel

*New AAA Research Shows
Drowsy Drivers Often Fail to
Take Breaks*

It's something that most drivers experience but may not realize until it's too late – feeling drowsy – which plays an underappreciated role in traffic crashes, injuries, and deaths. Although underreported in government statistics, previous research by the AAA Foundation for Traffic Safety has estimated that 16% to 21% of all police-reported fatal vehicle crashes likely involve drowsy driving. And now, new Foundation research finds that drivers may underestimate their drowsiness, leading them to stay behind the wheel instead of stopping for a much-needed break.

"Being drowsy while driving is a dangerous form of impairment, and it does not resolve or improve with continued driving," said Dr. David Yang, the Foundation's president and executive director. "Our goal is to help drivers learn to heed the early warning signs of drowsiness so they can stop, rest, and then continue their journey as safely as possible."

Drowsiness refers to a state of increased tendency to fall asleep. Beyond the danger of falling asleep at the wheel, drowsiness also impairs drivers by reducing their alertness. Crashes caused by drowsy driving tend to be severe because the driver may not attempt to brake or swerve to avoid a collision, so the resulting impact occurs at a high rate of speed. A drowsy driver may also be startled and lose control of the vehicle.

Drowsiness plays a large and often underestimated role in traffic crashes, injuries, and deaths. In a review of recent literature and discussions with experts to document the state of knowledge regarding drowsy driving countermeasures, the AAA Foundation for Traffic Safety found that obtaining sufficient sleep, napping, and consuming caffeine are among the few evidence-based countermeasures that drivers can employ to prevent or mitigate drowsy driving. Unfortunately, previous research has also shown that drivers may underestimate their drowsiness or fail to recognize when they are in danger of falling asleep at the wheel, increasing the likelihood that they may choose to begin driving or resist stopping to take a nap when at risk of becoming impaired or already impaired by drowsiness.

The purpose of this research was to examine drowsy drivers' awareness of their own drowsiness and how it



related to their decisions regarding whether or when to stop driving. The research was performed using a driving simulator both to provide experimental control and to ensure participant safety. A novel monetary incentive structure was employed in attempt to replicate the real-world tradeoff experienced by a drowsy driver who desires to reach their destination safely but also quickly.

Key Findings

Levels of drowsiness generally increased throughout the simulated highway driving experiment. Participants were usually aware that they were drowsy, but their perceptions of the extent of their sleepiness were not always accurate and affected decision-making.

The study protocol was designed to induce substantial drowsiness among participants. Levels of drowsiness generally increased over the course of the roughly 3-hour long simulated driving experiment. Although participants were generally aware that they were drowsy, their perceptions of the degree of their drowsiness were only moderately correlated with an objective measure of drowsiness based on video of their eyes.

- Participants both underestimated and overestimated their levels of drowsiness relative to the objective eye-based measure. It was slightly more common for partici-

pants to underestimate how drowsy they were.

- Agreement between self-reported perceptions of drowsiness versus objective measures of drowsiness was best at moderate levels of perceived drowsiness.
- When drivers reported low perceived levels of drowsiness, the objective measure suggested that 75% of them were moderately or highly drowsy.
- Participants rated their drowsiness as low on 25% of occasions when the objective measure indicated high drowsiness (eyes closed for more than 1/4 of the time over a one-minute interval.)

While the signs of drowsiness should never be ignored, drivers must not wait for their bodies to sound the alarm. They should prioritize sleeping at least seven hours before hitting the road.

Decisions to Take Breaks

Drivers had the opportunity to take breaks approximately every 20 minutes of driving, as they passed simulated “rest areas” where they were allowed to stop driving. Approximately half of all study participants completed the experiment without taking any breaks; 39% took one break, and 11% took two breaks. Among those who took breaks, approximately 40% indicated that their feeling tired/drowsy/sleepy was the reason for the break.

- When factors influencing drivers’ decisions to take breaks were analyzed, only perceived drowsiness emerged as a statistically significant predictor. Objectively measured drowsiness, worsening vehicle control, and total time spent driving were only weakly correlated with decisions to stop and take breaks.

- Taking breaks was rare among participants who rated their level of drowsiness as low or moderate.

- Even when participants rated themselves as extremely drowsy, and had the opportunity to take a break, more than 75% chose to continue driving without taking a break.

AAA supports the development of vehicle technology that can passively monitor drivers for impairment and prevent or limit vehicle operation when needed. The 2021 Infrastructure Investment and Jobs Act requires NHTSA to create testing standards for this kind of technology that can detect driver impairment, including that caused by drowsiness, medical impairment, or drugs, including alcohol.

Methodology

Researchers at the National Advanced Driving Simulator at the University of Iowa recruited participants to participate in a drowsy driving experiment. After enrollment, participants were scheduled to begin the experiment at 11pm or 2:30am after a day without napping or consuming caffeine.

In the experiment, participants drove 150 miles on a simulated Interstate highway with a speed limit of 65 mph. Participants’ perceived and objective levels of drowsiness were measured at four specific locations along the route. Participants rated their perceived drowsiness on a validat-

ed nine-point scale. The objective measure of drowsiness was the percent of time that the eyelids were closed over a 1-minute period, assessed using video of their eyes.

There was a simulated “rest area” approximately every 20 miles along the route. At these rest areas, participants were allowed to stop driving, exit the driving simulator, walk around, take a nap in a private room with a comfortable chair, drink coffee, obtain food or beverages from a vending machine, use the restroom, etc.

In an attempt to simulate the tradeoffs experienced by a drowsy driver (i.e., to reach their destination safely but also quickly), participants were told that they would be paid \$50 for participating in the experiment, plus an additional \$1 for every minute under three hours in which they completed the drive up to an additional \$50, but that they would forfeit the entire amount if they drove off the road or crashed. (All participants were actually paid the full \$100 irrespective of completion time or crash involvement.)

Ninety participants (50 male/40 female; average age 31.4 years, range 21-55) completed the study.

AAA RECOMMENDATIONS

- Travel at times of the day when you are normally awake
- Avoid heavy foods
- Avoid medications that cause drowsiness or other impairment

For longer trips, drivers should:

- Schedule a break every two hours or every 100 miles
- Travel with an alert passenger and take turns driving
- Do not underestimate the power of a quick nap. Pulling into a rest stop and taking a quick catnap – at least 20 minutes and no more than 30 minutes of sleep– can help to keep you alert on the road.



Celebrating 70 Yrs of Legendary Vehicles

Summer is right around the corner and, for car enthusiasts, that probably means going to car shows. Whether you want to show off your own awesome set of wheels or you just like to see what's out there, car shows can be a lot of fun. However, many are "just car shows". The Skyline Drive Corvette Club's (SDC) yearly show has become a "community event", so mark your calendar and join us!

SDC's 43rd Annual In-Vette-Tational will be held on July 15, 2023, rain or shine, at the Oley Fire Company Fairgrounds, 26 Jefferson St., Oley, PA 19547. All makes and models of cars, trucks, antiques, customs, street rods and muscle cars are welcome.

But don't stop reading! If you are among those who don't usually go to car shows, have you considered that they can also be educational experiences in an outdoor setting, where you can get as much or as little exercise as you want, and that the whole family can enjoy? And general admission is free. This just may be the show for you!

Do you like historical facts? It has now been 70 years since the first Corvette rolled off the assembly line in 1953 in an effort to boost Chevrolet's slumping sales. Many GI's who were sent overseas during WWII had seen the small, fun sports cars that darted along rural back roads throughout Europe. Roadsters from brands such as MG, Alfa Romeo, Aston Martin, Jaguar and Fiat were all inspirations for Chevrolet's new car. The 1953 Corvette, a two-seat polo white roadster with red interior (the only color-combination available), had a 150 horsepower inline-6 engine and a two-speed automatic transmission. It featured a fiberglass body which was cutting edge at the time and began a long-standing tra-

dition of using this lightweight material. Of the 300 cars Chevrolet had expected to sell, only 183 made it off the dealerships' floors. It was a lackluster start to a car that was to become a performance icon and "America's sports car".

The 2023 In-Vette-Tational will be a great place to see and learn how the Corvette line has evolved. At least one "Vette" from each generation, with its own unique designs and features, will be on display.

Since its debut, there have been a great many body-style and performance changes, resulting in the current eight unique "generations" (C1 - C8) of Corvettes. While you may be familiar with the iconic "Stingray", "Grand Sport", "Z06" and supercharged "ZR-1", do you know which generation was dubbed "Sharknado", or why the 1978 Corvette quickly became known as "Big Booty"?

Are you interested in economics? It certainly has had a huge effect on the automotive industry. You might remember when the powerful, gas-guzzling "muscle cars" were kings of the road, but do you know why that era came to a screeching halt? Do you know what model year was skipped by Chevrolet and why time was taken to redesign the Corvette from the ground up? And, after a decline in horsepower, when did producing a high-performance car again become a priority for General Motors? Find out the answers to these questions, and more, at the In-Vette-Tational!

Not a fan of Corvettes? That's ok, the In-Vette-Tational has you covered. Other "legendary vehicles" will be on display along with the eight generations of Corvettes. Or bring your own and enter it in the show for a chance to win one of the 48 trophies to be presented.

Still not quite convinced? There is so much more to do at the In-Vette-Tational... Enjoy live music, the 'loudest exhaust' competition, raffles, Wheelbarrow of Cheer, Tricky Tray Auction and a demonstration by the Berks County Sheriff's Dept. K-9 Unit. Explore "vendors' row" to see what goods and services are provided by auto-related and "other" businesses. Stop by the AAA table to get all of your AAA questions answered, then check out interesting displays set up by local veterans' organizations, the Reading Fairgrounds Racing Traveling Museum, the Boyertown Museum of Historical Vehicles. and others. Find something to read at the Oley Valley Community Library book sale, and enjoy good food from the Oley Fire Company.

Do you like to give to a good cause? Here's your chance to support your community while having a lot of fun! A large portion of the show's proceeds goes to the SDC Scholarship Fund, veterans' organizations, high school ROTC programs and other local charities. This year, in honor of the Corvette's 70th anniversary, the SDC Scholarship Fund will award scholarships totaling \$6,000 to qualified students selected from Berks County's vo-tech schools, who want to further their education in the automotive field. Now do you believe this really is more than just a car show?

To see highlights of the 2022 In-Vette-Tational, watch the BCTV Victory Show! Video on You Tube at <https://youtu.be/S6ZlnZECqOc> or Google BCTV.org/Skyline Drive Corvettes' 42nd In-Vette-Tational.

For more information about the In-Vette-Tational, to register your car, or to sponsor a trophy, email: INVETTE@SKYLINEDRIVECORVETTES.ORG.

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Destinations & Diversions

Cook Forest French & Indian War Encampment

If you've lived in Berks County for any length of time, no doubt you've been to a nearby historic reenactment or two over the years.

If you are into living history, you might want to experience the Cook Forest French & Indian War Encampment happening at the Cook Forest State Park.

Spreading over Clarion, Forest and Jefferson Counties, Pennsylvania, the 8,500-acre park was once known as the Black Forest, no doubt due to its vast old growth woodlands. The park office is located at 100 PA-36, Cooksburg, PA 16217.

Hosted by the Cook Forest State Park and the Sawmill Center for the Arts, visitors get a sense of what life was like during the French & Indian War 1754-1763. There are children's

games, cannon and musket demonstrations, artisans, and battle reenactments. Visit the authentic blacksmith, tinsmith and pottery shops. Interact with British, Colonial, French and Native American reenactors as they go about their 18th Century lives.

The forest itself is steeped in history. The lush flora and fauna proved to be an ideal hunting ground for the Seneca Nation of the Iroquois Confederacy. In 1757, Moravian missionary Christian Post tried to talk the Seneca into taking sides with the Brits in the war, but they allied themselves with the French instead. After Britain won the war in 1763 with the signing of the Treaty of Paris, they purchased the land from the Iroquois people.

American John

Cook settled in the area in 1826, hoping to build a canal along the Clarion River. Joining him was his wife and ten children, all of whom shared a one-story cabin. Cook built the first of many water-driven sawmills at the mouth of Toms Run (today known as Cooksburg). Oxen pulled the sawn logs to the water, where the timbers were lashed into rafts and floated on to Pittsburgh.

Cook's son, Anthony, added to the encampment, building three more sawmills, a flouring mill, planing mill, boat scaffold, several cabins and a store.

While visiting Cook Forest State Park, don't miss these points of interest:

- Log Cabin Inn - built in 1934 by the Civilian

Conservation Corps.

- River and Indian Cabins - also built by the CCC, these buildings were constructed using salvaged American chestnut killed by blight. Added to the National Register of Historic Places in 1987.

- Memorial Fountain - dedicated to the original members of the Cook Forest Association.

- Cook Forest Fire Tower/Seneca



Point Overlook - built in 1929, the 87.5-foot fire tower gave firefighters a 15- to 20-mile view of the area. The lookout was retired from service in 1966.

- Cobbtown and Bracket Dams - used to create an artificial "flood" that could move logs downstream during times of low water, the stone and earthen foundations can still be seen along the banks of Toms Run.

The event for 2023 is scheduled for Saturday, June 10 and Sunday, June 11 from 10:00AM-6:00PM. You can get more information by calling the park office at 814-744-8407 or by emailing the office at cookforestsp@pa.gov. You can read more about this and other wonderful Pennsylvania State Parks at dcnr.pa.gov/StateParks.

Read more about the Cook family at pa-roots.com/forest/history/historyof-cookforest and cookforest.com/history-of-cook-forest.



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Helping Motorists Spot Roadside Workers

The Big Picture – Helping stranded motorists on the side of the road should not be one of America's most lethal jobs, but it is. On average, two emergency responders, including tow workers, are struck and killed every month by a driver who fails to obey the law by moving over to an adjacent lane and allowing the roadside rescuers the space to operate, according to the Bureau of Labor Statistics. Roadside crashes are notably deadly for tow workers. Government data shows that tow operators are killed at a rate of almost 43 deaths per 100,000 workers, compared to just three for all other industries.

"We examined this safety challenge because these crashes are avoidable if drivers slow down and move over to allow roadside workers the space to carry out their duties safely," said Dr. David Yang, president and executive director of the AAA Foundation for Traffic Safety. "We must help motorists see and react appropriately whenever an emergency responder is on the side of the road."

The Problem – While all 50 States have Move Over laws, motorist awareness and compliance are

inconsistent. These laws require drivers to slow down or change lanes whenever first responders such as police, EMS, fire, and tow trucks are on the roadside. Also, some states have laws requiring drivers to change lanes or slow down when approaching a broken-down vehicle. With highway speeds often over 65 mph, motorists may find it difficult to spot and react to incident response personnel, including tow truck drivers, police, and emergency responders. So what should be done?

AAA's Research – The AAA Foundation for Traffic Safety conducted two field studies on busy roads to determine the effectiveness of various countermeasures to protect roadside workers. The Foundation also surveyed tow workers, emergency responders, and road maintenance workers on their experiences with roadside jobs. Of those surveyed, 60% had experienced a near miss while working at the roadside, while an astonishing 15% had survived being hit by a passing vehicle.

What Works – The Foundation studied several countermeasures, and an electronic vehicle-mounted variable message sign (VMS) was very effective. With VMS activated, drivers changed lanes and slowed down more than when the VMS was not operating. The odds of a vehicle moving over were 95% higher when the VMS was used. Passenger vehicles were more responsive to the VMS than trucks or buses, although both were more likely to move over when VMS was active than when not. Other countermeasures also have their merits. The



Foundation examined cones, flares, and emergency flashing light patterns. The researchers found these led to significant lane shifts by drivers but were less effective at reducing speeds or increasing the distance to the passing vehicles that did not change lanes. It should be noted that due to wildfire concerns, flares may be restricted in some areas.

Next Steps – The results from the field studies suggest that using VMS, nighttime light patterns, cones, or flares can positively impact the behaviors of passing motorists under most circumstances. AAA strongly recommends service vehicles or fleets utilize these features, to protect these roadside heroes.

"AAA is using this research to promote the adoption of lifesaving countermeasures to protect tow workers and first responders. AAA is sharing these findings with other impacted industries and traffic safety advocates," said Cliff Ruud, AAA's managing director of automotive solutions. "At the same time, AAA will continue educating drivers about the need to obey move-over laws because doing so saves lives."



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