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{\rtf1\mac\deff2 {\fonttbl{\f0\fswiss Chicago;}{\f2\froman New York;}{\f3\fswiss Geneva;}{\f4\fmodern Monaco;}{\f11\fnil Cairo;}{\f13\fnil Zapf Dingbats;}{\f15\fnil N Helvetica Narrow;}{\f16\fnil Palatino;}{\f18\fnil Zapf Chancery;}{\f20\froman Times;}
{\f21\fswiss Helvetica;}{\f22\fmodern Courier;}{\f23\fttech Symbol;}{\f200\fnil Compton's- Superscript;}{\f201\fnil Mishawaka Bold;}{\f209\fnil Compton's-Subscript;}{\f256\fnil Mishawaka;}{\f257\fnil MissVikki;}{\f1039\fnil Dagger;}
{\f1072\fnil Placard SSI;}{\f1132\fnil Unicorn Script SSI;}{\f1214\fnil Signature;}{\f1234\fnil Academia SSI;}{\f1296\fnil Sherwood;}{\f1451\fnil Manual SSI;}{\f1522\fnil Menuetto;}{\f1723\fnil Boulder;}{\f1759\fnil GoodCityModern;}
{\f1804\fnil Abrazo Script SSI;}{\f1877\fnil Match Morse;}{\f1878\fnil Match Morse Legend;}{\f1883\fnil MostGeneva;}{\f1984\fnil Bazooka;}{\f2000\fnil Skia;}{\f2013\fnil Hoefler Text;}{\f2018\fnil Hoefler Text Ornaments;}{\f2327\fnil Adrielle-Light;}
{\f2354\fnil Chaucer;}{\f2468\fnil FunkyFresh;}{\f2502\fnil Tango Script SSI;}{\f2515\fnil MT Extra;}{\f2630\fnil Tycoon OldStyle SSI;}{\f3060\fnil Jennifer;}{\f3225\fnil PalatiaBold;}{\f3365\fnil Stylus;}{\f3998\fnil Librarian;}
{\f4323\fnil PalatialItalic;}{\f4767\fnil Moderne;}{\f6468\fnil Palatia;}{\f8234\fnil Tubular;}{\f8237\fnil Heather;}{\f8366\fnil Muriel;}{\f8411\fnil Standout;}{\f8433\fnil Steamer;}{\f8477\fnil Jester;}{\f8482\fnil Calligrapher;}{\f8487\fnil Scribble;}
{\f8709\fnil Tribune;}{\f9840\fnil Espi Sans;}{\f10241\fnil QuickType Mono;}{\f10386\fnil QuickType Pi;}{\f10486\fnil QuickType;}{\f10496\fnil QuickType Condensed;}{\f11846\fnil Gallaudet;}{\f12955\fnil Logger;}{\f14383\fnil ParamountItalic;}
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Date: Wed, 24 Jul 1996 10:31:09 -0500\par
From: "Settumanque, the blackeagle (MAJ) Mike L. Walton"
<blkeagle@MIDWEST.NET>\par
Subject: Re: Convoys: was two deep leadership\par
\par
Bob Taschler asked about convoys:\par
\par
> I was recently informed by a fellow scouter with more years than I that\par
> convoys were expressly forbidden due to the possibility of a multi-car\par
> pile up. I tried to find out from local sources but nobody can seem to\par

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> recall in which publication this might be stated. I checked our tour  
> permits but they are all one sided photocopies. Does anyone know what  
publication covers this?

\par

The Safe Guide for Scouting, Bob. This is the BSA's health, safety and  
youth protection guidebook, which local Councils can supplement with  
local policies which assist with explaining how the local Council is going  
to handle specific issues.

\par

On page 30 and 31, under the heading "Automobiles", the following  
information appears in bold type. Bold type indicates, according to the  
prefaced information on the first full page, BSA POLICY:

\par

10. Do not travel in convoy.

\par

We talked about this policy last fall, somewhere around the November  
holidays and before that, in 1994. There seems to be some ways to get  
around this policy to the betterment of all participants:

\par

\* have a clearly outlined roadmap (or sets of roadmaps), with the exact  
travel path clearly indicated and under regular circumstances does anyone  
veer from this path.

\par

\* give a copy of the travel path, along with contact numbers at both ends of  
the trip, to the Chartering Organization, the camp or facility you are  
eventually going toward, and to local law enforcement (the State Police  
would be the best). This is so if someone gets "separated" or "misplaced",  
one phone call can alert the remaining people as to where they are and what  
circumstances did they "get behind" by.

\par

\* every driver should have a listing of ALL participants, broken down by  
vehicle; the license plate number of each vehicle; the name and home phone  
number of each driver; and the phone numbers of each state police  
headquarters, the starting location and the ending location, and the  
chartered partner organizational representative's home and work phone  
numbers in their possession. Drivers should "take inventory" of their  
vehicles at the start and end of each rest stop as not to leave someone  
behind at the "cash register" or "the bathroom". It is a great idea that each  
youth participant have a summary of that information as well.

\par

\* I suggested that someone leave their answering machine on at all times  
during the trip, and that everyone calls into the answering machine enroute  
and on the way back advising the status of the trip. This answering machine  
can be heard under emergency conditions by the trip leader advising him or  
her of problems that the other vehicles may have encountered and can be a  
central "message center" for all drivers and all  
concerned. The problem with someone being there physically to answer  
the phone is that of work, play and "potty breaks", along with the matter of  
getting and giving information accurately (as in children answering the

phone and taking messages).\par

\par

\* plan for rest/bathroom/gasoline breaks at regular (two to four hour)\par intervals. This allows everyone to know that every two, three or four hours,\par that everyone would be stopping at one location and to allow those behind to\par catch up. The location for such a stop should be someplace that everyone\par would recognize (a national restaurant chain, a national gasoline\par chain, a state rest stop or visitor's center) and easily find.\par

\par

\* the usage of citizens' band (CB) radios if the group is exceptionally large\par or would be entering locations whereby the highway system would be difficult\par to negotiate. Cell phones was also mentioned by several as a useful tool to\par have because of their ability to contact both "rear information" and\par emergency assistance.\par

\par

\* someone suggested tying a BSA neckerchief to the antenna, but many cars\par and station wagons do not come equipped with the metal external antenna. It\par is a good idea, especially in multiple-laned traffic.\par

\par

\* and of course, each vehicle should "be prepared" with appropriate\par emergency road equipment and extinguishers...not only for your vehicle, but\par for other vehicles on the road that may need you and your Scouts' help\par along the way going to or coming from the trip. A first aid kit is\par something I would carry too along with a membership card to a national road\par assistance organization (like AAA or USAA).\par

\par

> It would be nice if there was an electronic index of topics with pointers to\par

> the publications of the BSA.\par

\par

I think that there's several people working on Web indexes which would\par point to the basic BSA literature. It'll take some time to do it,\par though...the BSA has a LOT of literature!\par

\par

Hope this all helps you out, Bob...and have a safe trip!\par

\par

Settummanque!\par

(MAJ) Mike L. Walton (Settummanque, the blackeagle) (\par  
co-Owner, Blackeagle Services of Kentucky (502.826.7046) \_\_\_\_\_)\par  
174 Chapelwood Drive, Henderson, Kentucky 42420-5036 | \*\* ]\par  
(H) 502.827.9201 (F) 502.826.7046 (W) 888.284.4848 (yea!) coffee?\par  
anytime!\par

(Email) blkeagle@midwest.net/kyblkeagle@AOL.COM\par

(WWW) <http://www.vhm.com/~uscarnl/index.htm>\par

"Geoworks & Leaders' Online--because EVERY PC can open doors!!!"\par

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{\f20\fs22 From mfbowman@CapAccess.org Fri Sep 13 00:42:45 1996\par

Date: Fri, 13 Sep 1996 00:42:44 -0400 (EDT)\par

From: "Michael F. Bowman" <mfbowman@CapAccess.org>\par

cc: Multiple recipients of list SCOUTS-L <SCOUTS-L@TCUBVM.IS.TCU.EDU>\par

Subject: Re: youth protection\par

\par

Fred,\par

\par

Rules can be confusing and we've had some bad information here as well as \par  
misunderstanding. The best bet is to go to the source material, here it \par  
is the Guide to Safe Scouting. There are three rules that seem to get \par  
confused:\par

\par

\* Two deep leadership is required for all trips and outings - that's two\par  
adult leaders one of who must be 21.\par

\par

\* Transportation: "If you cannot provide two adults for each vehicle,\par  
the minimum required is one adult and two or more youth members -- NEVER\par  
ONE ON ONE." (Emphasis in original text from Guide to Safe Scouting)\par

\par

\* Safety Rule of Four: Applies to backcountry expedition or campout and\par  
requires a minimum of two adults and two youth - not four adults.\par

\par

Some Council Risk Assessment Committees after reviewing local liability \par  
issues may impose more stringent requirements, but this is what the \par  
National policy is.\par

\par

Speaking only for myself in the Scouting Spirit, Michael F. Bowman\par  
Dep. Dist. Commissioner-Training, G.W. Dist., NCAC, BSA (Virginia)\par  
U. S. Scouting Service Project FTP Site Administrator (PC Area)\par  
ftp1 or ftp2.scouters.com/usscouts E-mail: mfbowman@capaccess.org\par

\par

Date: Sat, 14 Sep 1996 16:00:03 -0400 (EDT)\par

From: "Michael F. Bowman" <mfbowman@CapAccess.org>\par

To: SCOUTS-L - Youth Groups Discussion List <SCOUTS-  
L@TCUBVM.IS.TCU.EDU>\par

Subject: Convoy, was youth protection\par

\par

Jack,\par

\par

In our previous discussions of this issue some good ideas and \par  
explanations of the rules came through. Let me make an imperfect attempt \par  
at a brief summary of things that hopefully will answer your questions.\par

\par

BSA's rules on caravans/convoys were not intended to force a unit to fit \par  
in a single vehicle or to give up on mutual support. These rules were \par  
made in response to real safety hazards and accidents that occurred when \par  
people were trying to drive to an activity keeping all the other cars in \par  
their line of sight. You can guess - the last car trying to go through \par  
an "orange" light so as not to get left behind or lost, too many cars \par  
trying to merge on an Interstate, etc. The concern is to avoid the \par  
increased risks for accidents when vehicles are nearly bumper to bumper \par  
in procession. The solutions that work include planning a route in \par

advance and laying it out on a map for each driver, having predesignated \par  
stopping points along the route for everyone to regroup at and check to \par  
see that everyone is okay, having a "tail" vehicle leave 15-30 minutes \par  
after everyone else using the same route to pick up on any broken down \par  
vehicles, using cell phones from car to car (or ham radios, or CBs). The \par  
idea is to plan well enough that we can have mutual support without \par  
having a higher risk of accident. \par

\par

If everyone knows where they are going and proceeds at their own pace on \par  
the same route, there shouldn't be a problem with the rule. The problem \par  
usually only surfaces when there has been inadequate planning and a \par  
leader tells the other drivers "just follow-me" and then proceeds to put \par  
the pedal to the metal racing through intersections, switching lanes, \par  
roaring across railroad crossings, and generally forgetting that his \par  
"car/caravan" is now longer than a semi hauling two trailers when it \par  
comes to judgments about speed, stops, interesections, and the like.\par

\par

Speaking only for myself in the Scouting Spirit, Michael F. Bowman\par  
Dep.Dist.Commissioner-Training, G.W.Dist., NCAC, BSA (Virginia)\par  
U. S. Scouting Service Project FTP Site Administrator (PC Area)\par  
ftp1 or ftp2.scouters.com/usscouts E-mail: mfbowman@capaccess.org\par

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