

OFFICERS AND DIRECTORS, Continued

HARRY A. SCHULTZ, United States Steel Corp.
 EARL S. SHARTER, Utica Safety Council
 GEN. JOHN H. SHELBURNE, Massachusetts Safety Council
 DR. L. A. SHOUPE, Bethlehem Steel Co.
 ERNEST L. SIMONS, New Haven Safety Council
 CARL L. SMITH, Cleveland Safety Council
 C. W. SMITH, Standard Oil Co. (Ind.)
 EDWIN C. SMITH, Blackstone Valley Safety Council
 WALTER DENT SMITH, Delaware Safety Council
 W. A. SNOW, Construction Section
 R. T. SOLENSTEN, Elliott Service Co.
 P. EARL SPITZER, Contra Costa County Safety Council
 E. C. SPRING, Lansdale, Pa.
 GEORGE R. STEPHENS, Safety Bureau, Buffalo Chamber of Commerce
 ARTHUR M. TOOP, Consulting Marine Engineer
 HAROLD M. TOOMBS, Refrigeration Section
 GEO. G. TRAYER, Chicago Safety Council
 W. W. TRENCH, Schenectady Safety Council
 W. D. TURBENTILL, San Antonio Safety Council
 ROBERT R. WALLACE, Worcester Safety Council
 DR. C. H. WATSON, American Telephone & Telegraph Co.
 HARRY M. WEBER, Retired
 E. T. WHITE, Western Pennsylvania Safety Council
 S. E. WHITING, Liberty Mutual Insurance Co.
 A. W. WHITNEY, National Bureau of Casualty & Surety Underwriters
 T. A. WILLSON, Accident Prevention Equipment Manufacturers' Section
 T. A. WILSON, Textile Section
 W. H. WINANS, Union Carbide & Carbon Corporation
 E. W. WIRTH, Rochester Safety Council
 HARRY WISE, Sr., Chattanooga Safety Council
 J. M. WOLFE, Youngstown Sheet & Tube Co.
 W. W. WOOD, Steam Railroad Section
 W. E. WORTH, International Harvester Co.
 E. J. ZAUFF, Safety Bureau, Duluth Chamber of Commerce
 EARL W. ZIMMERMAN, Safety Div., Syracuse Chamber of Commerce
 G. L. ZWICK, St. Joseph Safety Council

Council Purposes and Policies

The fundamental purpose of the National Safety Council is to conserve human life. It seeks this goal through a continuous campaign of accident prevention that is nationwide in scope, applies to all types of hazardous activity, and directly or indirectly reaches the entire citizenry. It is a non-profit organization, non-sectarian, and free from political affiliations. Since its organization in 1913, it has won respect as an essential national institution.

Inseparable from accident prevention is the Council's work in improving health conditions and preventing vocational diseases in American industry.

Today there are 4,000 members, representing every state in the Union and many of the Canadian provinces. There are 400 foreign members. The membership includes industrial corporations, firms, individuals, public officials, schools, chambers of commerce, clubs and civic organizations. About 70 per cent are industrial concerns, including the large steel companies, the oil companies, most of the railroads in the United States, the automotive industry, and others of outstanding importance in our national industrial field.

Origin and Growth

The history of the Council, an absorbing story, is too long to be detailed here. In brief, the First Co-Operative Safety Congress was held under auspices of the Association of Iron and Steel Electrical Engineers in Milwaukee, in 1912, and, as a result, the National Safety Council was organized in New York the following year with fourteen members. During the first year the membership increased to 971.

The pioneers of American safety worked on the sound premise that accidents were unnecessary and that through application of proper remedial measures they could be avoided. They set about to nationalize this theory, and to develop the detailed methods and materials through which accidents could be prevented. The members of the organization now are more than ever convinced that accidents are unnecessary and that they can be and are being prevented. Striking examples of accident reduction in many fields prove this contention.

Results of Organized Safety

Since the National Safety Council was organized in 1913, the national accident death rate in all fields excepting motor vehicle has been reduced 39 per cent. The motor vehicle accident problem continues to be a serious one. While there was a slight decline in fatalities in 1932—the first drop that ever occurred—increases have occurred in succeeding years, with an all-time high in 1935. Better-than-average results in motor vehicle safety have been achieved among school children, in commercial vehicle fleets, in states with properly administered drivers license laws and in cities with an effective community safety organization. These bright spots indicate that the national problem can be solved by a careful study and application of the methods which have already produced results.

The National Safety Council was started as an industrial safety organization and the best results are to be expected in this field. Here spectacular achievements have been made. The steam railroads, for instance, have reduced the accident rate among employees 78 per cent since 1923. A group of our