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TRANSACTIONS

26th National Safety Congress

NATIONAL SAFETY COUNCIL, Inc.

KANSAS CITY, MISSOURI
OCTOBER 11 to OCTOBER 15, 1937

Municipal Auditorium

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Contents Street and Highway Traffic Section

.....	3
.....	137
.....	195
.....	201
.....	215
.....	233
.....	235
.....	237

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Officers 1936-37

- General Chairman*—WM. C. KNOELK, Milwaukee Safety Commission, Milwaukee, Wis.
First Vice-Chairman—LT. FRANKLIN M. KREML, Director, Safety Division, International Association of Chiefs of Police, Evanston, Ill.
Second Vice-Chairman—ARNOLD H. VEY, State Traffic Engineer, Department of Motor Vehicles, Trenton, N. J.
Third Vice-Chairman—BURTON W. MARSH, Director, Safety and Traffic Engineering Dept., American Automobile Assn., Washington, D. C.
Fourth Vice-Chairman—CARL J. RUTLAND, Chairman, Citizens' Traffic Commission, Dallas, Texas.
Fifth Vice-Chairman—PROF. ROGER L. MORRISON, Highway Engineering & Highway Transport, University of Michigan, Ann Arbor, Mich.
Chairman, Accident Records Committee—W. GRAHAM COLE, Director of Safety, Metropolitan Life Insurance Company, 1 Madison Ave., New York, N. Y.
Chairman, Congress Program Committee—COL. JOHN A. CUTCHINS, Director of Public Safety, Richmond, Va.
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Members at Large—
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 RALPH EATON, Traffic Engineer, Public Service Engineer's Department, Providence, R. I.
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 E. B. LEFFERTS, Manager, Public Safety Department, Automobile Club of Southern California, Figueroa St. at Adams, Los Angeles, Calif.
 HARRY E. NEAL, Traffic Engineer, Department of Highways, Columbus, Ohio.
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 HON. HAROLD G. HOFFMAN, Governor of New Jersey, Trenton, N. J.

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- General Chairman*—PROF. ROGER L. MORRISON, Department of Highway Engineering and Highway Transport, University of Michigan, Ann Arbor, Mich.
First Vice-Chairman—LT. FRANKLIN M. KREML, Director, Safety Division, International Association of Chiefs of Police, Evanston, Ill.
Second Vice-Chairman—COL. JOHN A. CUTCHINS, Director of Public Safety, Richmond, Va.
Third Vice-Chairman—BURTON W. MARSH, Director, Safety and Traffic Engineering Dept., American Automobile Assn., Washington, D. C.
Fourth Vice-Chairman—CARL J. RUTLAND, Chairman, Citizens' Traffic Commission, Dallas, Texas.

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Chairman, Accident Records Committee—W. GRAHAM COLE, Director of Safety, Metropolitan Life Insurance Company, New York, N. Y.

Chairman, Congress Program Committee—M. T. CASTER, General Plant Superintendent, Lincoln Telephone & Telegraph Company, Lincoln, Nebr.

Secretary—EARL J. REEDER, Chief Traffic Engineer, National Safety Council, Chicago, Ill.

Members at Large—

HARRY H. HARRISON, Traffic Engineer, Division of Highways, State Department of Public Works, Springfield, Ill.

W. F. IRVIN, Traffic Study Engineer, Toronto Transportation Commission, Toronto, Ont., Canada.

D. GRANT MICKLE, Traffic Engineer, Jensen, Bowen & Farrell, Ann Arbor, Mich.

HARRY E. NEAL, Traffic Engineer, Department of Highways, Columbus, Ohio.

FRANK C. BERRY, Manager, Safety Division, Minneapolis Automobile Club, Minneapolis, Minn.

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HON. HAROLD G. HOFFMAN, Governor of New Jersey, Trenton, N. J.

WILLIAM C. KNOELK, Chairman, Milwaukee Safety Commission, Milwaukee, Wis.

MONDAY AFTERNOON SESSION

October 11, 1937

VEHICLE SPEEDS AND ACCIDENTS

The opening session was called to order by William C. Knoelk, Chairman, Milwaukee Safety Commission, and General Chair-

man, Street and Highway Traffic Section, National Safety Council, who presided, introducing the speakers.

Traffic Developments of the Year

By WILLIAM C. KNOELK

Chairman, Street and Highway Traffic Section, National Safety Council

Safe driving is no mean accomplishment. Good traffic behavior is not like a coat that can be donned or discarded at will. Good driving and good pedestrianism form a complex behavior pattern. It is the sum of many personality traits, some of them seemingly trivial. This becomes evident as one peruses the year's safety literature on driving.

We are told that four types of careless driving account for about three-fourths of

our motor fatalities. If these items were meaningful enough to the average driver so that he might modify his driving conduct through them, they would be a big help in reducing fatalities. When we examine the types—(a) exceeding the speed limit, (b) on wrong side of road, (c) did not have the right of way, and (d) drove off the roadway—no practical specific rule of driving appears.

Speed is a relative at any moment driver after he highway, the width of visibility, and a legally established guide for all ing motorist, his perfectly safe. types previously

It is all a matter of little agreement shall be taken factors enter into that it is frequently finger on the off the accident. We facts our judgment significant in our g

Two deductions a line of reason: a highly personal may serve but the individual d message must be driver or pedestri

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Such an analysis larities that person it imperative th. developed, and th. sponsibility be tai man on foot fully The corollaries th. are equally vital; be revitalized, or vining, to every presentation must teaching procedu message must be proffered informa it.

It must be underference between ti provement and behavior of drive latter needs impro though more limit one.

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Commercial Vehicle Section

Officers 1936-37

General Chairman—R. C. HAVEN, Continental Baking Co., New York City.

Vice-Chairman—W. F. BURK, The Canton Repository, Canton, Ohio.

Vice-Chairman—J. W. LORD, Atlantic Refining Co., Philadelphia, Pa.

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Chairman Membership Committee—CHARLES G. MORGAN, JR., American Trucking Associations, Inc., Washington, D. C.

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Executive Committee at Large—

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CHARLES H. RUTH, Evening Star Newspaper Company, Washington, D. C.

A. N. LUNDSTEADT, Bowman Dairy Company, Chicago, Ill.

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P. D. SHINGLETON, Atlantic Greyhound Lines, Charleston, W. Va.

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General Chairman—R. C. HAVEN, Safety Engineer, Continental Baking Company, 630 Fifth Avenue, New York City, N. Y.

Vice-Chairmen—

W. F. BURK, Traffic Manager, The Canton Repository, 508 Market Avenue South, Canton, O.

J. W. LORD, Safety Engineer, Atlantic Refining Co., 3144 Passyunk Avenue, Philadelphia, Pa.

J. R. STEELE, Superintendent of Safety, Oklahoma Gas & Electric Co., 321 No. Harvey Street, Oklahoma City, Okla.

Secretary; Engineering Committee Chairman—DWIGHT M. MCCrackEN, Assistant Chief Engineer, Liberty Mutual Insurance Company, 1100 Park Square Bldg., Boston, Mass.

Membership Committee Chairman—EARL D. PORTER, Director of Safety & Personnel, Hayes Freight Lines, Inc., 119 N. 15th Street, Mattoon, Ill.

Program Committee Chairman—P. D. SHINGLETON, Director of Safety & Personnel, Atlantic Greyhound Corporation, 1100 Kanawha Valley Bldg., Charleston, W. Va.

Executive Committee-at-Large—

MARCUS A. DOW, Manager, Dept. of Safety & Personnel, Greyhound Management Co., 920 E. Superior, Cleveland, Ohio.

T. B. JOHNSON, Manager, Delivery Division, Marshall Field & Company, 601 W. Polk St., Chicago, Ill.

- H. J. JONES, Director of Safety, Automobile Shippers, Inc., Ryan Road at Nevada Avenue, Detroit, Mich.
- H. H. KELLY, Section of Safety, Bureau of Motor Carriers, Interstate Commerce Commission, Washington, D. C.
- A. E. LUNDSTEADT, Claim Adjuster, Bowman Dairy Company, 140-158 West Ontario Street, Chicago, Ill.
- A. W. MEINKE, Engineer, Travelers Insurance Company, Insurance Exchange Bldg. 175 W. Jackson Blvd., Chicago, Ill.
- CHARLES G. MORGAN, JR., Manager, Safety Division, American Trucking Associations, Inc., Investment Building, Washington, D. C.
- H. D. SCHEFFER, Safety Director, Automobile Owners Insurance Company, Lansing, Mich.
- H. B. VAUGHAN, JR., Major, Corps of Engineers, Munitions Bldg., Washington, D. C.

TUESDAY MORNING SESSION

October 12, 1937

The meetings of the Commercial Vehicle Section opened with a "get acquainted" breakfast at which R. C. Haven, Safety Engineer, Continental Baking Co., New York City, and General Chairman of the

Commercial Vehicle Section, National Safety Council, presided

A short address was given by J. W. Lord, Vice-Chairman of the section. All those present were introduced.

THE VEHICLE AND THE DRIVER

The meeting was called to order by General Chairman R. C. Haven, who presided,

introducing the speakers and directing the discussion.

Safe Maintenance of the Vehicle—Managements' Responsibility

By H. R. GRIGSBY

Superintendent of Transportation, Oklahoma Gas & Electric Co., Oklahoma City

Safe maintenance should begin with the selection of the vehicle. It should first be determined just what it will be required to carry. If it is a freight hauling truck, the maximum load must be determined. If it is a special purpose car, such as a public-utility truck used for a crew, it should be determined what it will be required to carry in the

the way of materials, tools, winches, pole derricks, etc., and the conditions under which it will operate, having in mind the type of roads it will have to negotiate.

With this information, the vehicle should be selected with the proper carrying capacity, tires of sufficient size to carry the load properly, and with the proper wheelbase and

body dimensions to give distribution. It is extremely important to get a vehicle that will handle the highway. If it does not, it is not safe.

The proper design of a vehicle is very important, and special attention should be given to getting the center of gravity as low as possible. This is not a type of body that is popular with the public but one that is popular with the public utility use by their crews.

In other than platform trucks, the aversion to the use of a vehicle has largely disappeared. The lowering of the center of gravity makes for much easier access to the body, which in turn makes for handling of materials and for personal injury to men.

In the selection or design of a vehicle, it is important that the cab be visible both forward and to the rear. It should be equipped with a side view mirror so located that it is not obstructed. The cab should be constructed that the driver is in a good position and has plenty of room. Controls should be so located that they are in easy reach designed to be operated with the feet.

The cab doors should be located at the front. This not only is convenient for driving, but it is very helpful when he finds it necessary to get out of the vehicle. If the vehicle is to be used in rough roads, it should have a power amplified steering.

Special attention should be given to the ventilation of the cab and the removal of exhaust gases.

The windshield should be made of two power-operated windows. It should also be equipped with heaters.

The Interstate Commerce Commission requires adequate lighting on all commercial vehicles.

Another important item in the selection of vehicles is their roadability. Consideration should be given to the vehicle's steering on the various types of roads, in rutty roads and on curves. Attention also should be given to steering and turning radii.

The proper steering mechanism makes for hard or easy

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nd training and retaining much better way than we date. Such efforts must id habits as well as much nent, skills, attitudes. sing and re-licensing tests STLY improved to make iver fitness is of a sati- ity to negotiate even un- ighway hazards without l without causing some- e involved in a crash.

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investigators in this field. inexperienced drivers ted by the re-education of s who have formed "bad" he value of such re-edu- nced drivers is shown in sults of a recent experi- the Philadelphia Electric alls for the correction of s of experienced drivers ermitted to operate cars. in driving must be based l complete analysis of the he so-called "experienced" nalysis can only be made id test in which the driver tual driving conditions. nciples for the conduct of ation and of subsequent scussed.

Transit Section

Officers 1936-37

- General Chairman*—A. E. PARKER, Winnipeg Electric Co., Winnipeg, Canada.
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Vice-Chairman—E. E. GROVER, The Columbus & Southern Ohio Electric Co., Columbus, Ohio.
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Membership Committee Chairman—RAY A. FINCH, Tennessee Valley Authority, Wilson Dam, Ala.
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Program Committee Chairman—H. R. HORTON, St. Louis Public Service Co., St. Louis, Mo.
Statistics Committee Chairman—H. S. SIMPSON, American Transit Assn., New York, N. Y.
Members at Large—
MELVIN W. BRIDGES, Chicago Rapid Transit Co., Chicago, Ill.
W. A. BROWN, Tennessee Electric Power Co., Nashville, Tenn.
MARCUS DOW, Greyhound Management Co., Cleveland, Ohio.
H. C. FOSS, Savannah Electric & Power Co., Savannah, Ga.
G. T. HELLMUTH, Chicago North Shore & Milwaukee Railroad Co., Chicago, Ill.
C. O. KELLER, Safeway Lines, Inc., Chicago, Ill.
E. J. KREH, Philadelphia Co., Philadelphia, Pa.
B. G. NOAH, Twin City Rapid Transit Co., Minneapolis, Minn.
SAMUEL H. REID, The L. E. Myers Co., Chicago, Ill.
HAROLD F. WEBB, West Penn System, Pittsburgh, Pa.
GEORGE R. WHITMORE, Illinois Power and Light Corp., Peoria, Ill.

Officers Elected for 1937-38

- General Chairman*—R. A. McARTHUR, Public Service Coordinated Transport, Newark, N. J.
Vice-Chairman—C. J. LONG, United Traction Co., Albany, N. Y.
Vice-Chairman—E. E. GROVER, The Columbus & Southern Ohio Electric Co., Columbus, Ohio.
Vice-Chairman—P. D. SHINGLETON, Atlantic Greyhound Lines, Charleston, W. Va.
Secretary—H. R. HORTON, St. Louis Public Service Co., St. Louis, Mo.

News Letter Editor and Publicity Committee Chairman—ERNEST G. COX, Chicago North Shore & Milwaukee Railroad Co., Highwood, Ill.

Engineering Committee Chairman—H. W. WHITCOMB, Philadelphia Rapid Transit Co., Philadelphia, Pa.

Health Committee Chairman—DR. L. RUTTENBERG, Chicago Rapid Transit Co., Chicago, Ill.

Membership Committee Chairman—JOHN M. ORTS, Public Service Corp. of N. J., Newark, N. J.

Program Committee Chairman—A. P. SCHENDORF, National Pneumatic Co., Rahway, N. J.

Statistics Committee Chairman—HAWLEY S. SIMPSON, American Transit Assn., New York, N. Y.

Visual Education Committee Chairman—H. V. SCHREIBER, Capital Transit Co., Washington, D. C.

Members at Large—

MELVIN W. BRIDGES, Chicago Rapid Transit Co., Chicago, Ill.

W. A. BROWN, Tennessee Electric Power Co., Nashville, Tenn.

MARCUS A. DOW, Greyhound Management Co., Cleveland, Ohio.

H. C. FOSS, Savannah Electric & Power Co., Savannah, Ga.

G. T. HELLMUTH, Chicago, North Shore & Milwaukee Railroad Co., Chicago, Ill.

E. J. KREH, Philadelphia Co., Pittsburgh, Pa.

A. E. PARKER, Winnipeg Electric Co., Winnipeg, Canada.

SAMUEL H. REID, The L. E. Myers Co., Chicago, Ill.

HAROLD F. WEBB, West Penn System, Pittsburgh, Pa.

GEORGE R. WHITMORE, Illinois-Iowa Power Co., Peoria, Ill.

MONDAY AFTERNOON SESSION

October 11, 1937

The first session of the Transit Section was called to order by R. A. McArthur, Public Service Coordinated Transport, New-

ark, N. J., Vice-Chairman of the section, in the absence of Chairman Parker.

Mr. McArthur introduced the speakers.

The Coming Traffic Revolution

By ROSS SCHRAM

Twin Coach Co., Kent, Ohio

We now face the condition of having 125 city owned motor vehicles per mile of paved street, if all are in service at once. Can efforts for safety through education and persuasion cope with this Gargantuan task?

Knowing the actual extreme of the situations now existing on the streets, the com-

mon man's public carrier industry should call attention not only to the crookedness of the course of present day vehicle traffic, but also to the crookedness of the thinking which encourages the aggravation of our zig-zagging city traffic. The National Safety Council, local safety councils, city adminis-

trations, editors and Publications admonish about printed matter, which, would rival the Empire State Building; they blast away louder than those in the lightning factory at Pittsburgh. A questionable permanent about designing safer street traffic snarled as it

Under the Regulation Transit Commission American utility board granting adequate maintenance of motor buses and trolley of 95% safe and fool-proof moment. Inside the car will come, but only as a matured industry delatory bodies which are only see the wisdom of part of their attention to regimentation of street with one sweep, do more nical supervision on the ing of public carrier mo same way, if the American Association, which has spent effort in developing the street car had exerted in tion in the same segregated highway, we would all tion of collisions in the of the freeing of traffic congestion.

What I tell here is si and data forwarded to city transit business, wh as to street vehicle collision. The facts which confirmation of the reco herewith. They had not the position I might take this data, and can, in with aiding and abetting utilities. The value of the fact that they come tive cities in all parts they are from men who the problems of safety public passengers for fr

I firmly believe that the fi solution or amelioration of th tion in the streets is a traffic patrons of common carrier they can go on struggling, them with a developing nati

ul Safety Congress

hat there is practically no statistical relationship between slow reaction time and accident proneness. This is because the slow reaction time men have had the will to train themselves out of their trouble. It is harder to train older men, not because it is harder for them to learn, but because they have lost the will to learn. The principle will hold that accident prone men can be trained out of their troubles if they can be imbued with the will to correct their faults.

Several other delegates spoke, most of them upholding the view that men disposed to accidents can be helped to prevent them.

AFRNOON SESSION

3, 1937

COMMERCIAL VEHICLE SECTION

sion. A complete report of the meeting will be found in the section of this volume devoted to the Commercial Vehicle Section.

MENT

Child Education Section

Officers 1936-37

General Chairman—FREDERICK ARCHER, University of Alabama, Tuscaloosa, Ala.

Vice-Chairman—AGNES SAMUELSON, Superintendent, State Department of Public Instruction, Des Moines, Iowa.

Secretary—MARIAN TELFORD, Education Division, National Safety Council, New York City.

Executive Committee Chairman—FREDERICK ARCHER, University of Alabama, Tuscaloosa.

Elementary School Committee Chairman—LESLIE R. SILVERNALE, Supervisor of Safety Education, Public Schools, Cleveland, Ohio.

Secondary School Committee Chairman—EDWARD E. GREENE, Vice Principal, Arsenal Technical Schools, Indianapolis, Ind.

Statistics Committee Chairman—R. H. WATERHOUSE, Superintendent of Schools, Akron, Ohio.

State Safety Activities Chairman—CHARLES H. ELLIOTT, State Commissioner of Education, Trenton, N. J.

Officers Elected for 1937-38

General Chairman—MILLARD C. LEFLER, Superintendent of Schools, Lincoln, Nebr.

Vice-Chairman—J. ANDREW HOLLY, Director of Instruction, State Department of Public Instruction, Oklahoma City, Okla.

Secretary—MARIAN TELFORD, National Safety Council, New York City.

TUESDAY MORNING SESSION

October 12, 1937

ACCIDENT RECORDS, THEIR MEANING AND USE

The meeting was called to order by George Melcher, Superintendent of Schools, Kansas City, Mo., who presided.

The four addresses revolved about accident records, their meaning and use, and how they may be obtained.