

FILE NAME: National Safety Council (NSC)

DATE: 1941 Oct

DOC#: NSC602

DOCUMENT DESCRIPTION: Transactions of the NSC - 30th National Safety Congress

TRANSACTIONS

30th

NATIONAL SAFETY CONGRESS



GENERAL SUBJECT AND
INDUSTRIAL SESSIONS

CHICAGO
OCTOBER 6-10, 1941

NATIONAL SAFETY COUNCIL, INC.

20 North Wacker Drive, Chicago

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THURSDAY AFTERNOON SESSION

October 9, 1941

Safety in Ground Operation

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Accident Records—Essential to Effective Accident Prevention

By R. L. FORNEY

Director, Industrial Division, National Safety Council, Inc., Chicago

Industrial safety work over a long period has shown that success in accident prevention cannot be attained unless accident experience is completely recorded and analyzed and use made of the information.

Accident records and statistics on flight accidents have been collected and analyzed by the Civil Aeronautics Administration. In many of the principles I shall advocate have been applied to flight accident records by the Civil Aeronautics Administration.

A company which has paid little or no attention to safety is likely to answer any inquiry regarding its accident record by the statement—"We don't have any accidents."

Further inquiry usually reveals two reasons for this statement: either there are no accidents made, or there is no understanding that accidents should be counted. This brings me to my first topic—accident definitions and accident rates.

Since the beginning of organized industrial safety, a need has been felt for standardized definitions and rates, so that accurate comparisons could be made of accident experience from one plant to another, and from one period of time to another. All of this discussion has been carried on by practical men, interested in workable procedures; hence, the results they have achieved are not theoretical, but are eminently practical.

The rules finally developed on these matters are now incorporated in the American Standard Method of Compiling Industrial Injury Rates. This method is used not only by members of the National Safety Council, but by community councils, federal and state governments, trade associations, and others in industrial accident reporting.

The definitions are contained in the National Safety Council's Safe Practices Pamphlet No. 21, which may be secured by any

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MONDAY AFTERNOON SESSION

October 6, 1941

by:—GENERAL CHAIRMAN V. I. TROTTER, Supervisor of Safety, Plymouth Division, Chrysler Corporation, Detroit.

What Contribution Can the Plant Protection Man Make From the National Defense Aspects?

By E. T. ADAMS

Attendant, Plant Protection, Linden Division, General Motors Corp., Linden, N. J.

Several days ago I received a call from an army man. He wanted me to recommend to him all the men I knew about with protection qualifications. I attempted to give him the names of several fine appearing from my files, but as I read their names and other qualities he would stop and say "Sorry, but that man does not have the qualifications."

I told him what the qualifications were. He replied: "We would like them to have some army or navy experience, although that is not essential as having been a member of an organized police force. If possible they should have had plant protection experience in some company which gives a good training. Above all they should be fine investigators and be able to write full and complete reports."

Finally I told him that all men such as he described were on steady payrolls at figures with which he could not hope to compete with his offer of \$1320 per year. I did not mention intelligence and loyalty, but those two very essential qualities are implied within the framework of the qualifications of the desired men.

Two weeks Post has an article by Gareth Jones in which he states that new plants in the United States financed by the U. S. Government, the British government and private capital, now built, building or pending,

total 3,429, at a total cost of \$3,930,000,000. Figures have come to mean little, but the fact is that every one of those plants must be protected against all manner of influences and forces that could lessen their productivity. This does not take into consideration any of the thousands of existing plants now being operated for the government or producing other necessities. They also have to be guarded.

A moment's consideration of the foregoing allows the deduction that there is soon to be a greatly increased demand for trained and experienced plant protection men, and a corresponding shortage of them.

It follows that the qualified plant protection men of existing industry can and must make contributions to further national defense activities. Such contributions may take two main forms: one, the training of thousands of new men for the job; and, two, the assistance in the planning of plants to permit the job to be done with fewer men.

An axiom of training plant protection men which has been forcibly impressed on me, is that only a plant protection man can train another one in *all* the many phases of the job. You may get better safety training from good safety engineers; you may get better fire prevention training from good firemen, and employee relations training from personnel men, but only the experienced pro-

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By E. T. ADAMS

Assistant, Plant Protection, Linden Division, General Motors Corp., Linden, N. J.

A few days ago I received a call from an officer in the army. He wanted me to recommend to him all the men I knew about with plant protection qualifications. I attempted to give him the names of several fine appearing men from my files, but as I read their qualifications and other qualities he would stop me and say "Sorry, but that man does not have the qualifications."

I told him what the qualifications were. He replied: "We would like them to have some army or navy experience, although that is not essential as having been a member of an organized police force. If possible they should have had plant protection experience. I would like to have a company which gives a good training and above all they should be fine investigators and be able to write full and comprehensive reports."

Finally I told him that all men such as he described were on steady payrolls at figures with which he could not hope to compete with his offer of \$1320 per year. He did not mention intelligence and loyalty, but those two very essential qualities are implied within the framework of the qualifications of the desired men.

The New York Post has an article by Gareth Jones in which he states that new plants in the United States financed by the U. S. Government, the British government and other capital, now built, building or pending,

total 3,429, at a total cost of \$3,930,000,000. Figures have come to mean little, but the fact is that every one of those plants must be protected against all manner of influences and forces that could lessen their productivity. This does not take into consideration any of the thousands of existing plants now being operated for the government or producing other necessities. They also have to be guarded.

A moment's consideration of the foregoing allows the deduction that there is soon to be a greatly increased demand for trained and experienced plant protection men, and a corresponding shortage of them.

It follows that the qualified plant protection men of existing industry can and must make contributions to further national defense activities. Such contributions may take two main forms: one, the training of thousands of new men for the job; and, two, the assistance in the planning of plants to permit the job to be done with fewer men.

An axiom of training plant protection men which has been forcibly impressed on me, is that only a plant protection man can train another one in *all* the many phases of the job. You may get better safety training from good safety engineers; you may get better fire prevention training from good firemen, and employee relations training from personnel men, but only the experienced pro-

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October 6, 1941

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Applying Psychology to Accident Prevention

By R. C. HAVEN

Safety Engineer, Continental Baking Company, New York, N. Y.

carrying on the activities of our indus-
 it seems to me that our problem is not
 mechanical one but one of dealing with
 man beings. It is true that a wrapper,
 er, moulder, or other piece of machinery
 go wrong occasionally, but the job of

repairs and getting the machine to run as we
 want it to is only a matter of time and ma-
 terials. When we step from the problem of
 machinery to that of the human being, it is
 an entirely different matter; for when the
 human machine breaks down we can never

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MONDAY AFTERNOON SESSION

October 6, 1941

—GENERAL CHAIRMAN IRVIN A. BRINKMAN, Personnel Director, Mackintosh-
 Hill Company, Pittsburgh, Pa.

Good Housekeeping Program and How to Keep It Effective

By M. W. DUNDORE

Production Manager, Beloit Iron Works, Beloit, Wis.

Housekeeping in the plant, as in the home, has often been summarized by the saying, "A place for everything and everything in its place." If management fails to provide the "place," the employee finds it difficult to this principle impossible. Proper housekeeping should be carried out in the simplest sense. The start of a good housekeeping program is an analysis of physical plant facilities to determine the adequacy of existing equipment, such as shelves, bins, storage

rooms, working places, and the like. Technically, therefore, management has the first responsibility in the good housekeeping program, the employee plays a continuously important role.

The purpose of an industrial good housekeeping program is to promote order and cleanliness throughout the organization. Such a program should accomplish three objectives; first—the elimination of accident and fire hazards; second—the conservation of

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MONDAY MORNING SESSION

October 6, 1941

Chairman: D. B. CHANT, Secretary-Engineer, Ontario Pulp and Paper Makers' Safety Association, Toronto, Ontario, Canada, and General Chairman, Paper and Pulp Section, NSC.

CHAIRMAN CHANT: I am happy to have many of you present at this Thirtieth Annual Safety Congress.

The program this year is somewhat less complete than in previous years. We felt that we have at previous Congresses tried to accomplish too much as a whole and that because of the number of members and the number of papers, many of our Section members were prevented from attending proceedings of other Sections or of the Council as a whole which they would have liked to attend and from which they have obtained great benefit. So this year our program is shorter. Tomorrow afternoon we have two separate group meet-

ings. One of those is especially set up for members who are interested in paper products and paper specialties manufacturing; the other is for those interested in pulpwood logging operations. Wednesday is a completely open day. On Thursday we have our annual Section Luncheon, followed by the final session. The presentation of the trophies for the Section's safety contest will, as usual, be made on Thursday afternoon following the luncheon.

(The General Chairman then presented his "Progress Report of Section Activities," briefly reviewing the year, and mentioning the good work of the many Sectional Committees.)

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Guest General Chairman

TUESDAY AFTERNOON SESSION

October 7, 1941

Guesting—GENERAL CHAIRMAN V. G. PENDLETON, Safety Engineer, West Lynn Plant, General Electric Company, West Lynn, Mass.

Protecting the New Operator in the Power Press Industry— Effective Training Methods

By R. J. GREENLY

Chief, Training Division, Carnegie-Illinois Steel Corporation, Pittsburgh, Pa.

Accidents really a serious problem in the power press industry? You know the answer to that question or you would not be here today. Last year industrial accidents cost the industry six hundred and fifty million dollars in cash outlay. The additional cost due to lost time and to the removal from production of skilled workers would add greatly to this figure. It is undeniable that a large part of this unnecessary loss is due to accidents involving new employees. The figures show that during the last year, accidental deaths in industry have been increasing at a rate twice as fast as should be expected from the increasing number of employees. During 1940, deaths were up 10 per cent over 1939, while employment in manufacturing industry increased only 6 per cent. Lost-time accidents have followed the same pattern as deaths. The inexperienced employees clearly have been a major source of accidental cost and delay.

This is not surprising in view of the many studies which usually show that accident rates during first year of employment are at least twice the rates for subsequent years. We must conclude, therefore, that our new, inexperienced men are largely responsible for the recent disproportionate rise in industrial accidents. This conclusion suggests that substantial results can be obtained from concentrated safety promotion among this high-accident group of workers.

A clue to the answer to this problem lies in a recent study by the National Safety Council. In one industry—the only one for which figures are available—the principal cause of accidents among experienced men was found to be the disregard of instructions. Among new employees, however, the principal causes were (1) deficient knowledge of safe practices and (2) lack of skill. This suggests that the new men were not prepared to be safe workers.

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R. H. BRANDOW, City Ice & Fuel Co., Cleveland, Ohio.

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Statistics Committee Chairman—T. S. SHINN, Carolina Power & Light Co., Raleigh, N. C.

Qual Education Committee—R. B. OAKLEY (*Chairman*), Chicago Ice Producers Mutual Liability Co., Chicago, Ill.

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Officers 1941-1942†

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Secretary—R. H. BRANDOW, City Ice & Fuel Co., Cleveland, O.

News Letter Editor—BRUCE DODSON, Casualty Reciprocal Exchange, Kansas City, Mo.

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†elected by delegates in Congress Session.

Rubber Section

Officers 1940-1941

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*R. A. BULLOCK, Corduroy Rubber Co., Grand Rapids, Mich.
*C. F. HORAN, Hood Rubber Co., Watertown, Mass.
*J. J. LOGE, The General Tire & Rubber Co., Akron, Ohio.
*J. E. LOVAS, U. S. Rubber Co., Passaic, N. J.
*W. H. MACKAY, Dunlop Tire & Rubber Corp., Buffalo, N. Y.
*URBAN L. MOLER, Inland Div., General Motors Corp., Dayton, Ohio.
*R. W. MORSE, The Firestone Tire & Rubber Co., Akron, Ohio.
*WILLIAM SPANTON, American Hard Rubber Co., Akron, Ohio.
*C. W. UFFORD, Ohio Rubber Co., Willoughby, Ohio.
*PAUL VAN CLEEF, Van Cleef Brothers, Chicago, Ill.

Officers 1941-1942†

General Chairman—RALPH FARNUM, U. S. Rubber Co., Detroit, Mich.
Chairman in Charge of Program—JOHN L. GRIDER, American Hard Rubber Co., Butler, N. J.
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*OLIVER HOPKINS, U. S. Rubber Co., Providence, R. I.
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†Past General Chairman
*As elected by delegates in Congress Session.

Steam Railroad Section

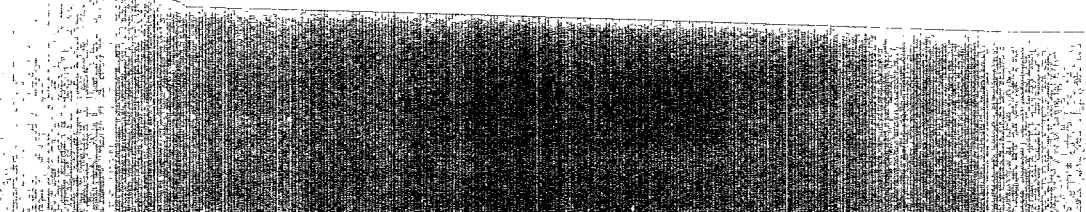
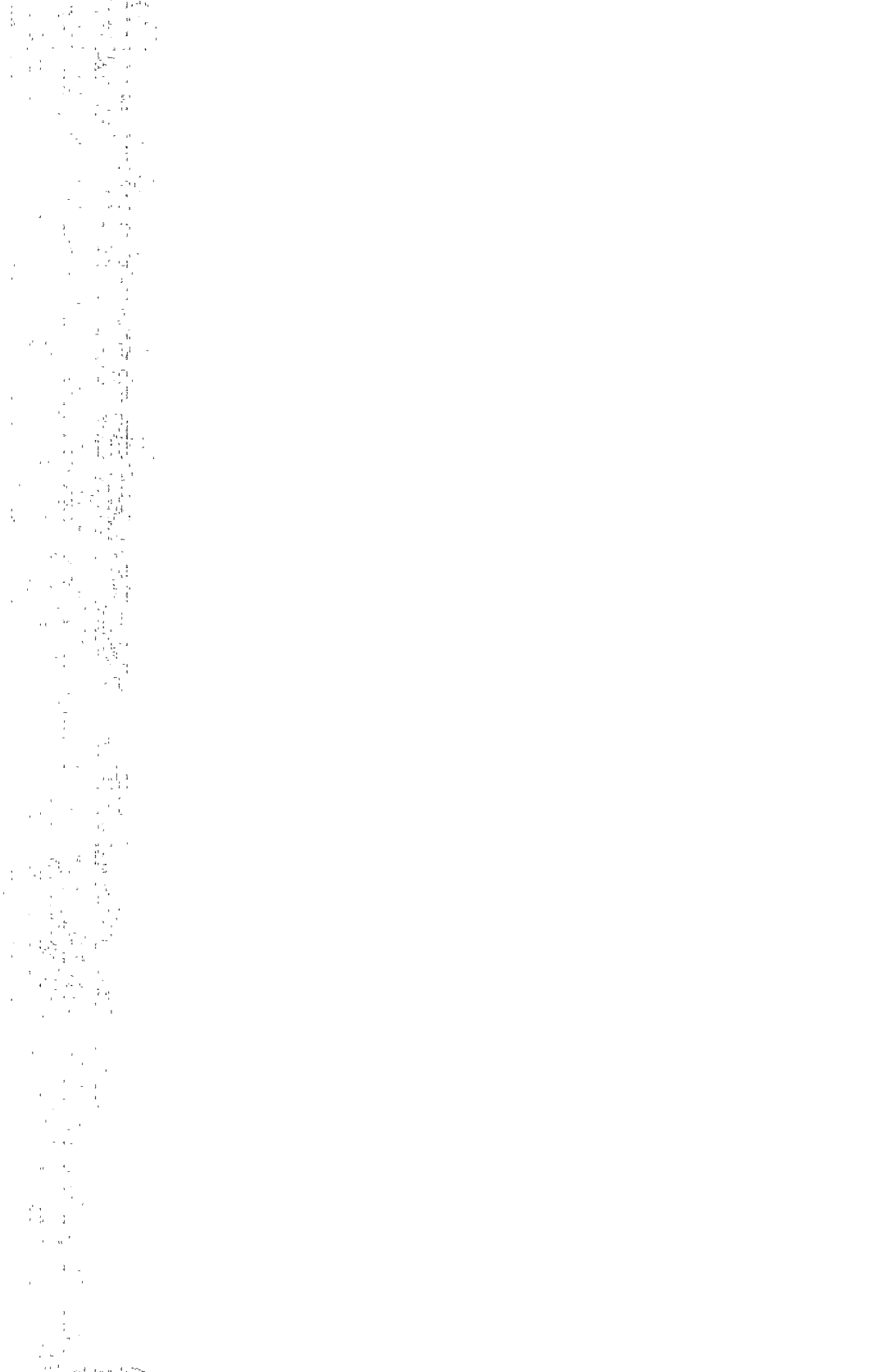
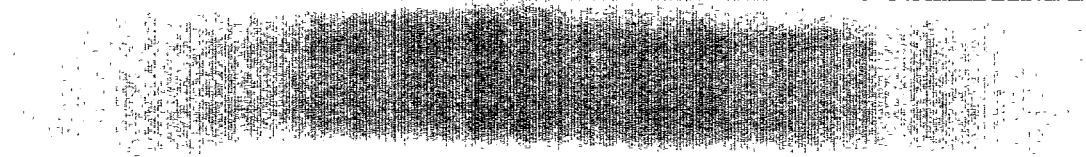
Officers 1940-1941

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Officers 1941-1942†

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G. W. ELSTE, JR., Baltimore & Ohio Railroad Co., Baltimore, Md.

†As elected by delegates in Congress Session.



Textile Section

Officers 1940-1941

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Health Committee Chairman—(To be announced.)
Membership and Publicity Committee Chairman—
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 ARTHUR S. JOHNSON, American Mutual Liability Insurance Co., Boston, Mass.
 W. H. MONROE, Alabama Department of Industrial Relations, Montgomery, Ala.
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 T. A. WILSON, North Carolina Industrial Commission, Raleigh, N. C.

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Membership and Publicity Committee Chairman—W. H. MONROE, Alabama Department of Industrial Relations, Montgomery, Ala.
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Members at Large
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 B. R. BROWN, Columbia Mills Inc., Roseland, Chicago, Ill.
 J. T. BROWN, E. I. du Pont de Nemours & Co., Inc., Old Hickory, Tenn.
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 ARTHUR S. JOHNSON, American Mutual Liability Insurance Co., Boston, Mass.

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Wood Products Section

Officers 1940-1941

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News Letter Editor—CHARLES H. JONES, Bituminous Casualty Corp., Chicago, Ill.

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Poster Committee Chairman—O. M. SWANSON, Joslyn Manufacturing & Supply Co. Chicago, Ill.

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Officers 1941-1942†

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Vice-Chairman in Charge of Program—J. G. ALDRICH, National Committee for the Conservation of Manpower in Defense Industries, New York City, N. Y.

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News Letter Editor—CHARLES H. JONES, Bituminous Casualty Corp., Chicago, Ill.

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