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33rd NATIONAL SAFETY CONGRESS



**General Subject and
Industrial Sessions**

CHICAGO

October 3-5, 1944

**National Safety Council, Inc.
20 North Wacker Drive, Chicago 6**

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Foreword

VOLUME I

THE Transactions of the 33rd National Safety Congress and Exposition of the National Safety Council are published in two volumes. Volume I contains the General Subject and Industrial Section sessions. Volume II contains the Traffic, Commercial Vehicle, Transit, School and College, Home, and Farm Safety sessions.

The Transactions are a record of the proceedings of the Congress, condensed and edited for reference purposes. They are therefore an abridged version of the papers and discussions. The original manuscripts, some of which have drawings and charts too expensive to reproduce here, are available in the files of the National Safety Council.

The National Safety Council, at its Congresses, seeks to eliminate from discussion matters which are not pertinent to the aims of the Congress, or which may be contrary to the Council's policies. However, it cannot accept responsibility for all views expressed, either in the discussions of the Congress itself or in this record of them.

Extra copies of Volume I may be obtained by Council members at \$2.50 each. The price to non-members is \$5.00 each. Extra copies of Volume II are \$1.25 each.

THE NATIONAL SAFETY COUNCIL, INC.

20 North Wacker Drive

Chicago 6, Illinois

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Presiding: W. C.

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Steam Railroad Section

TUESDAY AFTERNOON SESSION

October 3, 1944

Presiding: GENERAL CHAIRMAN H. A. DAAKE, Supvr. of Safety, Erie Railroad Co., Cleveland O.

THE CHAIRMAN: All members of the Executive Committee were of service from the time of their appointment. Mr. S. C. Flagler, Chairman of the Safe Practice Pamphlet Committee, who is Safety Supervisor, Santa Fe System, resigned a few months ago, when he was transferred from Topeka, Kansas to Albuquerque, New Mexico, due to the distance he would have to travel to meet with us. Thereupon, Mr. P. F. Buckle, Superintendent of Safety, Chicago, Burlington and Quincy Railroad, succeeded Mr. Flagler as Chairman of this committee, and with Mr. G. M. Dempsey of the Milwaukee Railroad and Mr. C. L. LaFountaine, General Safety Supervisor of the Great Northern, St. Paul, Minnesota, completed the sound slide film, "Keep 'Em Rolling."

Another development is in the matter of safety poster work. There will be twelve new railroad safety posters each year from now on, beginning with the four railroad safety posters recently received in miniature form.

The demands of our armed forces and other war conditions with which we are well familiar have placed a heavy burden on all railroad operating officers, and we are well aware that fatalities to passengers and to railroad men would be far greater were it not for the intensive safety training by railroad officers and others in supervisory positions who have this responsibility. Since our last meeting, many thousands of new employees who never worked on a railroad before, many of them high school students, have done their work in a commendable manner because they were trained and properly supervised.

We would have a little clearer understanding of what has been accomplished for safety by the American railroads by a brief

comparison of certain operating factors, fatalities and injuries, of World War I during 1918 and of World War II, in 1943.

The peak of railroad traffic of World War I was in 1918, with its forty-three billion passenger miles and four hundred nine billion ton-miles of transportation service. Last year, there were eighty-eight billion passenger miles and seven hundred thirty billion ton-miles of transportation service, or one hundred per cent more passenger service and eighty per cent more freight service than in 1918. Yet in 1918, four hundred seventy-one passengers were killed, and three thousand four hundred nineteen railroad men lost their lives while on duty. In 1943, two hundred seventy-eight passengers died in railroad accidents, and one thousand seventy-two railroad men lost their lives while on duty.

Thus it may be seen that railroad passengers were three times as safe in 1943 as they were in 1918 and railroad men twice as safe. The greatness of this achievement, in which we have all participated, can be appreciated in part by the volume of traffic handled every day. In 1943 there was a daily average of two and a half million passengers, who traveled an average distance of one hundred miles. There was an average movement of four million tons of freight an average distance of five hundred miles. Perhaps this great volume of traffic and its tremendous exposure hazard will never be reached again in our time.

Railroad officers are constantly seeking to bring about still greater safety to railroad passengers, to those employed on the railroads, to highway travelers who do not always approach grade crossing with reasonable care and thus endanger the lives of both passengers and train crews, and to