

The importance of accident costs may be emphasized by comparing them with the cost of waste material, defective work, waste time and broken equipment.

Accident costs should be compiled every month and cumulative figures can be given at least every three months. These accident costs should not only be studied by the plant management, but should be "brought home" to other members of the supervisory group, including the foreman.

Costs may be advantageously compiled for each foreman's department. They should be compared from month to month and from year to year. The costs should also be compared with those various departments, between plants, between companies, and between industries.

The foreman may be made to take accident costs seriously by including such accident costs as an important element in figuring his bonus or his salary. It should be charged against his controllable expense. He should be made to explain all the details of every accident which might have been serious.

Cooperation

By WALTER A. SCHAEFER

President, Casualty Underwriters Ass'n of New Jersey, Newark

The speaker discussed many phases of the awards made under State Compensation Laws and outlined the difficulties of insurance companies in this connection. He pointed out in particular the steady increases in percentage of money payments made to injured employees in permanent partial disability cases. These percentages, as presented by him, were as follows:

1928 calendar year, 57.2 per cent of the whole.

1929 calendar year, 62.0 per cent of the whole.

No figures were available for the first six months of 1930, therefore, the next figures submitted were for—

1929-1931 fiscal year, 64.0 per cent of whole.

1931-1932 fiscal year, 64.0 per cent of whole.

The closing paragraphs of his paper may be quoted in part as follows:

Cooperation usually demands not only courage and self sacrifice but it requires wisdom as well. It seems to be a basic instinct to be concerned only about personal needs and to shrug the shoulders as to broad issues requiring co-operation.

I marvel that in a business like the insurance business there should be so little co-operation. Without the collective determination of rates our business could not exist. Beyond some co-operation in making up the rates we seem to stop and revert to the secretive, jealous, competitive methods of our barbarian forefathers.

The final feature of the Rubber Section Sessions was a "Court of Inquiry" presented by the Akron Rubber group, and directed by H. W. Low, Safety Engineer, Miller Rubber Products Co., Akron, Ohio. This was an interesting playlet depicting in dramatic form the circumstances and progress of an investigation of an industrial accident.

Those who took part in the drama, as outlined in the "cast of characters," were as follows:

Plant Manager—H. W. Low, Miller Rubber Co., Akron, Ohio.

Engineer—J. O. Lee, India Tire & Rubber Company.

Safety Engineer—W. I. Schneider, R. F. Goodrich Company.

Foreman—J. T. Kinney, Goodyear Tire & Rubber Company.

Witness—B. F. Gerphardt, Goodyear Tire & Rubber Company.

(This playlet has already been published in the January issue of the Rubber Section Newsletter; copies may be had on request.)

ADJOURNMENT

TWENTY-FIRST ANNUAL SAFETY CONGRESS NATIONAL SAFETY COUNCIL



Safety Section, A.R.A.—Steam Railroad Section, N.S.C.

Section Officers 1931-32

Chairman—C. T. BAILEY, Chief Safety Agent, Oregon Short Line Railroad.

First Vice-Chairman—C. E. HILL, General Safety Agent, New York Central Lines.

Second Vice-Chairman—C. L. LAFONTAINE, General Safety Supervisor, Great Northern Railway.

Secretary—J. C. CAVISTON.

(NOTE: The following pages contain a condensed abstract of the records of the sessions of the Safety Section, A.R.A.—Steam Railroad Section, N.S.C. as published in full by the American Railway Association in a booklet entitled, "Proceedings of the 12th Annual Meeting of the Safety Section, Washington, D. C., October 4 to 6, 1932.")

TUESDAY MORNING SESSION

October 4, 1932

The sessions of the Safety Section, American Railway Association—Steam Railroad Section, National Safety Council, convened in the Hotel Washington with Chairman C. T. Bailey, Chief Safety Agent, Oregon Short Line Railroad, Salt Lake City, Utah, presiding. The invocation was given by L. G. Bentley, Chesapeake & Ohio Railway.

Report of Committee on Relations with National Safety Council

By ROBERT SCOTT

Director, Insurance and Safety, Atlantic Coast Line Railroad

Mr. Scott said in part: Your committee finds pleasure in reporting that much satisfactory progress has been made in the direction of co-ordinating the work of both sections with the view of avoiding duplication of effort and expense and to the end that the cause of safety might be advanced.

The first annual meeting of the Steam Railroad Section, National Safety Council, was held in Philadelphia in October, 1915, while the Safety Section of the American Railway Association held its first special session in Boston in September, 1921. Both of these sections have been functioning properly and well ever since they came into existence, and have been a powerful force in the reduction of avoidable accidents.

On September 2, 1931, a meeting was held in Chicago at which there were present members of the committee on relations and officers of both sections. At this meeting