

served solely for engineers, rather, we do mean that people engaged in safety work must be able to analyze, to judge, and to decide. Mr. Ward, will you discuss this matter of analysis?

Mr. WARD: Often, accidents seem to stem from uncontrollable factors, and the apparent cause is that the accident was due to a hazard inherent to that peculiar job or occupation.

Now, in safety work, such identification is not sufficient. Since we are interested in the elimination of unsafe acts and unsafe conditions, we must go further. We must seek out the real cause of the accident. This can best be done by the application of logic.

We must take what we have learned of the real cause and set up our objective—the correction of the factors which caused the

accident. Accident investigation has no value, whatsoever, if it does not succeed in developing a safer method of doing the job on which the accident occurred.

Thus, we have completed three points in our accident analysis program. We have looked at the apparent cause; we have searched out the real cause; and we have established, and set up our objective. But the full accident analysis, as we see it, is made up of four points. We must establish responsibility; not necessarily responsibility for the accident that has already happened, but rather, responsibility for the correction of the conditions that caused the accident. We've all heard the old proverb, "Something that is everybody's responsibility is nobody's responsibility." It never had a better application than it has in accident prevention.

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