

THE INDUSTRIAL SAFETY MOVEMENT

The tradition that there should be no secrets in safety, no denial of help to a competitor in life-saving, is one of the great elements of strength in the safety movement

Good will Like any new movement in industry, safety started with very little capital in the form of good will

Industrial leaders are constantly bombarded by proposals for action—proposals which always involve the expenditure of money. A large part of the executive's job is to say "No" to unrealistic or unproved proposals

No small part of the safety man's capital today is the prestige and good will built up for safety proposals and expenditures over the years. Where the pioneers had to battle and wheedle every step of the budgetary way, safety men today have a far more receptive hearing from management

The human capital One of safety's greatest resources today—a corps of trained and dedicated specialists in safety work—was almost totally lacking before 1910

Today the American Society of Safety Engineers has a membership of more than 7,700 qualified professionals who have met the high standards of the Society. With their background of training and experience, the ASSE members devote all or a major portion of their activities to the conservation of life, health, and property

In addition to the ASSE members, there are many other qualified safety professionals, as well as thousands of safety specialists and technicians and junior-grade workers. The human capital thus numbers many thousands of persons employed directly in industrial safety work for companies, government agencies, insurance firms, and safety organizations

The term "safety man" is almost as broad as the term "accident prevention work." A safety man may be primarily an engineer, or he may be an inspector, a teacher, a propagandist, or an organizer. In most cases in industry today, he probably serves, to some extent, in all those capacities

The ASSE has worked manfully to establish higher standards of training for those who bear the title "safety engineer." It has stimulated professional pride, advanced safety research, and generally enriched the life of members of the profession

There is no single path of entrance into safety work—perhaps there never will be. Many men enter the field with degrees in engineering or the sciences, whereas other equally competent safety specialists hold nontechnical degrees. Others come off the shop floor, from supervisory jobs, from office work, or from nonindustrial pursuits.

It is not the purpose of the safety movement to encourage the establishment of specialized undergraduate training leading to a bachelor's degree in safety engineering. Instead, the ASSE and other safety organizations believe that the safety engineer should have a good basic engineering course and take the specialized safety courses after graduation. A few universities offer courses which lead to degrees in safety engineering, and others offer courses as part of another degree program (see Chapter 12)

The National Safety Council has, in the postwar years, conducted a very useful series of training courses for professional safety men at both the beginning and advanced levels

Most safety training is, however, of a more informal type. Man-to-man instruction on the job, attendance at safety congresses and conferences, formal and informal meetings with fellow professionals—these are the main channels through which safety training is carried on

Much remains to be done to strengthen and improve the education of professional safety workers both before and after they begin their careers. Much remains to be done to stimulate able young people to enter this field

These facts, however, do not detract from the tremendous significance of the work of the present corps of people in safety. They represent one of the major forms of safety capital

Summary of achievements

The safety movement has helped save many thousands of lives. It is saving industry and its employees billions of dollars a year.

It faces the future in possession of great resources for eliminating accidents in the future—resources in know-how, teamwork, good will, and trained and dedicated safety workers

It has, therefore, done much to meet the double challenge presented to it to deal