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GENERAL SUBJECT AND
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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

—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

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

Two 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 protection qualifications. I attempted to give him the names of several fine appearing men from my files, but as I read their names 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 army or navy experience, although that is essential as having been a member of an organized police force. If possible they should have had plant protection experience in the company which gives a good training. 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. I did not mention intelligence and loyalty, for those two very essential qualities are implied within the framework of the qualifications of the desired men.

The *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 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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WEDNESDAY AFTERNOON SESSION

October 8, 1941

Presiding—GENERAL CHAIRMAN R. A. DITTMAR, Plant Manager, Universal Atlas Cement Company, Hudson, N. Y.

Cement and Quarry Accident Experience

By IVAN F. LeGORE

Cement and Quarry Section, NSC, October 8, 1941

Last year in this meeting we discussed the place of industrial safety work in the national defense program and the effect the national defense program might have on safety work. We spoke of the magnified problems of labor turnover and shifts of personnel within the plant organization to be expected, and of the much greater attention that would have to be given to the placement, training and education of new workers, transferred workers, and old-timers.

As anticipated, the period has been one of tremendous readjustment. Well under way is migration of labor to defense centers. It is said not to be as broad as World War migration, and is not yet drawing heavily from farm areas and non-defense centers. But the movement is growing and it is estimated that industry must recruit 500,000 workers in the next 12 months from outside local areas to forestall shortages.

Added to our problem is the problem of priorities which confronts maintenance and repair groups with the necessity of utilizing substitute materials in place of those with which they have been familiar for years. Careful thought and planning will be needed in instructing workmen in the use of substitutes, including the use of lumber in some cases for lack of steel and iron.

Organizations that heeded the lessons lost no time in reviewing programs and in perfecting their selecting, placing and training for safe job performance.

These plants got ready for the period also by putting more emphasis on work on the numerous details of the program, and they tightened inspections of physical properties of the environment cause almost as many as personnel faults, and this fact is of importance when operations are resumed. Old equipment and old sources of materials returned to service after disuse require especially careful inspection and, where necessary, these were brought up to safety standards.

Plants that moved tardily to reorganization suffered adverse safety results in most part. While accepting accident investigation work as "a good thing", they failed to take steps to detect and prevent environmental and personnel factors in which accidents could occur. While the safety program lip service, they failed to make use of accident investigation tools which are available.

It is hard to believe that after