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Sherwin-Williams Installs Randolph Automatic Fire System

ments and know-how of a whole host of industries are found in today's modern aircraft.

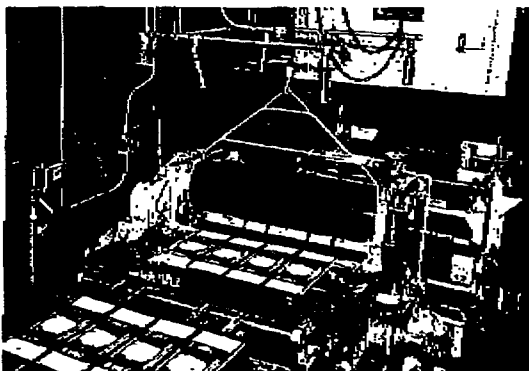
According to the National Safety Council's report on the 1952 Aeronautical Industries Safety contest, the number of man hours worked by the 24 major contestants across the nation has risen 45 per cent. In working 548 million man hours in 1952, the aircraft industry nationally reduced its accident record by 5 per cent. The year-all accident frequency rate per million man hours is now 2.91. In the Los Angeles area, air capital of the world, we have an even brighter picture. More than 269 million man hours were worked in 1952, an increase of 35 per cent over 1951. Accident frequency was reduced by 19 per cent to a rate of 1.74.

This didn't just happen through a stroke of good fortune. It is the shining result of effort by a lot of people involved in individual and collective safety programs. Obviously no one single industrial concern or safety engineer can expect to improve his safety program if he does not participate in the "Exchange of Safety Ideas." As a rule, results of any safety program will depend on what is put into it: both your own ideas and those obtained through the exchange of safety information. The worker is now safer in the plant than he is at home, in transit, or at play.

Continuous efforts are being made to promote safety of the aircraft and its occupants in flight. Here, as in the manufacturers' plants, safety is developed by evolution rather than revolution. Again it depends on the interdependent activities of a lot of people. The Commercial Air Lines, the Civil Aeronautics Administration, the Air Force, and the Navy are all individually and collectively carrying on very active flight safety programs designed to protect the lives of airborne personnel and to conserve valuable aircraft and materials which daily become more and more costly.

The USAF Directorate of Flying Safety at Norton Air Force Base, San Bernardino, is an agency whose sole objective is air safety. It is well organized, braced in

SHERWIN-WILLIAMS INSTALLS RANDOLPH AUTOMATIC FIRE SYSTEM



The Sherwin-Williams lithographic equipment presented an unusual and worrisome fire hazard, but this Randolph Automatic System not only automatically detects and extinguishes any fire that might occur, but also shuts down the equipment.

Kills Fire, Sounds Alarm and Shuts Down Machinery

As in the Sherwin-Williams installation, Randolph Systems, in addition to automatically killing the toughest fires in split seconds, can also be equipped with duct and door closers, motor, fan and machinery shut-offs, warning alarms and other auxiliary safety devices. Systems are designed for both local application or total room flooding and are ideal for dip tanks, baking ovens, spray booths and hundreds of other applications.

Free Catalog and Engineering Service Available without Cost
Randolph's FIRE HAZARD INDEX gives correct equipment and methods for protection against 590 typical fire hazards. Write for your free copy today. Address: Randolph Laboratories, Inc., 2 E. Kinzie St., Chicago 11, Ill.

