

GENERAL SESSIONS

1949 National Safety Congress

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Volume 1
Transactions
1949 National Safety Congress

NATIONAL SAFETY COUNCIL
20 North Wacker Drive • Chicago 6, Illinois



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What's New...

**Nation
Safety**

In safety, as in all other human activities, the question is repeatedly asked, "What's new?"

Many answers to that question are given every year by those who participate in the various sessions of the National Safety Congress. Many new methods, devices, and ideas which later became generally accepted first were presented at a Congress session.

Because of this fact, safety leaders throughout the nation have always found the Transactions of the Congress a valuable tool in their accident prevention programs. Publication of the Transactions in small volumes—one for each Section or Division—permits wide distribution of pertinent portions of the Congress material to key individuals at small cost.

The 33 volumes of the 1949 Congress Transactions are listed on the last page. Distribution of these volumes to key personnel is suggested as a valuable aid in the safety program.

In preparing these Transactions the proceedings of the Congress have been condensed and edited for reference purposes. Complete original manuscripts, with any charts or illustrations which were used, are available in National Safety Council files. Views expressed at the Congress or in this record are those of the Congress participants, and not necessarily those of the National Safety Council.

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Following t Anthem, Pres quorum presen was voted to the roll; also of the minutes ing, the minu circulated to tl

President D of the Nomin sisted of the fi Yant, Chairm W. F. Brown, Lowe, R. T. S

Dr. Yant rei nating Comm Constitution a name candidat tees, to the B offices except President. The Dr. Yant state retary of the five days befor nounced to all September 9, 11

Dr. Yant th for Trustees c for a three-ye John W. Carj Benjamin F. F S. Gifford, Wi riman, William T. A. Morgar Rogers, and Note: A comp cluding those meeting, as v office from pr pages 4 and

Dr. Yant pr rectors, to be year. (Secreta

Annual Council Meeting

Minutes

The 1949 Annual Council Meeting of the National Safety Council was held in the Grand Ballroom of the Stevens Hotel, Chicago, on October 24, with Mr. Ned H. Dearborn, President, presiding.

Following the singing of the National Anthem, President Dearborn announced a quorum present, in person or by proxy. It was voted to dispense with the calling of the roll; also to dispense with the reading of the minutes of the previous Annual Meeting, the minutes having been printed and circulated to the membership.

President Dearborn called for the report of the Nominating Committee, which consisted of the following members: Dr. W. P. Yant, Chairman, Norman E. Borgerson, W. F. Brown, Wallace Falvey, George H. Lowe, R. T. Solensten, and Ivan L. Willis.

Dr. Yant reported in behalf of the Nominating Committee, pointing out that the Constitution authorizes the Committee to name candidates for election to the Trustees, to the Board of Directors, and to all offices except the office of Executive Vice-President. The selections of the Committee,

Yant stated, were reported to the Secretary of the Council more than seventy-five days before this meeting, and were announced to all members of the Council on September 9, 1949.

Dr. Yant then presented as the nominees for Trustees of the Council, to be elected for a three-year term: Lawrence D. Bell, John W. Carpenter, William G. Chandler, Benjamin F. Fairless, H. W. Fraser, Walter S. Gifford, William Green, E. Roland Harriman, William A. Irvin, H. P. Liversidge, T. A. Morgan, Philip Murray, W. S. S. Rogers, and John Stilwell. (Secretary's Note: A complete list of the Trustees, including those nominated and elected at this meeting, as well as those continuing in office from previous elections, is given on pages 4 and 5 of this volume.)

Dr. Yant presented nominations for Directors, to be elected for a term of one year. (Secretary's Note: A list of the new

Board of Directors, as nominated and elected at this meeting, will be found on pages 6, 7, and 8, of this volume.)

Dr. Yant presented nominations for Officers of the Council. In doing so, he stressed the Council's appreciation to two men who are retiring from their offices this year, namely, Dr. H. T. Heald, Vice-President for Schools and Colleges, and Leslie J. Sorenson, Vice-President for Traffic and Transportation. (Secretary's Note: A list of the officers nominated and elected at this meeting will be found on page 3 of this volume.)

There were no nominations except those presented by Dr. Yant, and the Secretary announced that the entire proxy vote, numbering 7,728, was cast in favor of the nominees proposed by the Nominating Committee. Those attending the meeting also voted without dissent in favor of the nominations presented. President Dearborn thereupon declared the election of those proposed by the Nominating Committee, and introduced those Officers who were seated at the speakers' table.

Mr. Dearborn took occasion to express the deep sorrow and regret of Council Members in the death of Mrs. L. K. Nicholson, Vice-President for Women's Activities, who died June 6, 1949.

Mr. Dearborn referred to the booklet "The Council's 36th Year," which had been distributed to those attending the meeting. This booklet contained a summary of Council activities during the past year. He also announced that the 1950 National Safety Congress would be held in Chicago, October 16-20.

The remainder of the program consisted of a brief report on the proposed National Charter for the National Safety Council by the Honorable Clifford Davis, Member of the United States House of Representatives from Tennessee; an address entitled "We Prefer Murder!", by Dr. K. Frances Scott, President, The National Federation of Business and Professional Women's Clubs,

Inc.; an address by Gustav Metzman, President, New York Central System; and the report of the President, Ned H. Dearborn, entitled "Safety in Six Easy Lessons."

These addresses are included as a part of these Transactions, immediately following.

R. L. FORNEY
Secretary

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Remarks on the Proposal to Secure a National Charter for the National Safety Council

By HONORABLE CLIFFORD DAVIS

Member from Tennessee, United States House of Representatives

During past years certain organizations in this country have been recognized by the Federal Government through the granting of National Charters. It is perfectly clear that any organization selected for this honor should be one which has an outstanding record of service and usefulness to the nation as a whole. It should be an organization which operates without profit, without regard to creed or color, and without regard to political or sectional affiliations.

In my judgment, the National Safety Council meets all of the qualifications, and more, which might be properly set up as the basis for granting of a Federal Charter. Born thirty-seven years ago, this organization has come to such a place of pre-eminence, and has sold itself so substantially to the country at large that I feel it would be a most natural and appropriate act for the National Government to grant a charter.

I am glad to say that a big step has been taken in this direction; the House of Rep-

resentatives has unanimously passed the bill which authorizes the charter. The charter bill has also been introduced in the Senate, and I sincerely believe that favorable action may be expected in the early days of 1950. In this connection it is important for you to know, also, that there is under consideration in the Senate a separate bill, setting up standards for Federal Chartering, which all organizations would have to reach to obtain such national recognition. Personally, I have no doubt whatsoever about the National Safety Council's ability to meet whatever standards may be set up.

It is a pleasure to make this report to the members of the National Safety Council, meeting at this Congress, and I look forward to the day when the President of the United States will affix his signature to a charter bill which will bring added prestige and honor to this great organization, and to the safety movement as a whole, in which you and I are proud to have a part.

We Prefer Murder

By K. FRANCES SCOTT, M. D.

President, The National Federation of Business and Professional Women's Clubs

Americans are sentimental folk. We abhor war and weep over the casualty lists. When disaster, such as flood, fire or hurricane, strikes anywhere in the world we open our pocketbooks and loudly call for reforms to prevent recurrences.

Then we belie our own feelings by turning a cold shoulder to accidents that happen one by one, but pile up totals of killed and maimed greater than the casualties of war and disaster. With a continuing record of 100,000 deaths a year from accidents, plus 10,000,000 injuries, at a cost of 7½ billion dollars only one conclusion can be drawn. Americans still prefer murder and self-destruction by accidents.

Today I would like to discuss this prob-

lem with you from two standpoints, first from that of physician and educator who has dealt with college students for three decades and second as representative of the largest organization of business and professional women in the world.

From the standpoint of the former I am especially concerned over the third of the three safety E's—education. From the standpoint of the latter I am concerned with the neglect to use efficiently our local service clubs in the safety program.

Undeniably great progress has been made in safety promotion in this country, but largely through use of the first two safety E's, engineering and enforcement. Where laws and regulations, inspections and en-

forcement are possible, accident rates have dropped. This is especially true of industry, large businesses and public transportation. But where laws and inspections are less applicable, accident rates still climb. Such are the fields of home and farm, now furnishing our highest accident rates. We would have to be a "police state" indeed if we depended for home and farm safety on laws against slippery rugs, wobbly ladders, unlighted halls and steps, cluttered stairs, etc. There are certain fields where these two E's do not apply well.

But even in the fields where engineering and enforcement are possible and used they alone do not stop all accidents. Take some illustrations from various industrial occupations. Analysis shows that the "unsafe practices and acts" of the worker himself cause from 50 to 80 per cent of the accidents. In the home and on the farm the human being is largely responsible for the accidents. On the highway the motorist and the pedestrian cause most of the accidents.

It is high time we realized that our next great task in safety is persuading the *human being to like safety* rather than murder and destruction. And the way to accomplish that is less by law than by education. We are faced with the task of making safety, instead of danger, appealing and glamorous; of making human beings cooperative and understanding rather than hostile and ignorant.

In fact our job is to *convert the unsafe human being into a safe person*; to persuade people to *like safety*. The largely forgotten and much neglected factor in accidents, the human being, must be effectively dealt with.

Education is a tricky thing. It must use normal human motivations to succeed. It is my contention that so far safety education has had two glaring educational faults. It has employed far too much of the "scare 'em stiff" method and has depended too much on "don't do this" instead of "let's try this."

Call to mind all the magazine articles, the advertising posters, the movies, etc., that stress horror and fear as a motive for safety. I doubt if these are any more effective than the old "Hellfire" preaching was in setting us all on the road to heaven!

The plain fact is that the human being,

is incapable of maintaining a prolonged state of fear. That is a very ineffective motivation for human conduct, especially for young people. We "don't scare good," we Americans.

Negative, "don't do this," education is also bad. May I offer an example from observation of what strikes me as very negative safety education? Daily I see squads of school children conducted across the streets by police officers. Yes, this procedure undoubtedly saves lives *at that moment* and could not be abandoned. Yet in that same city never a day goes by but what some child runs out from behind a parked car into the road and is hit; or plays unseen back of a car in a driveway and is run over; or rides his bike into the back or door of a stopped car. What kind of safety education is it that does not teach a child *how to act safely* when the school traffic officer is not around? I am heretic enough to believe it is of more value to teach a child how to cross the street safely in the middle of a block than to let his teaching be to wait for the policeman to lead him across by the hand.

Safety education should be positive—should show the safe and *efficient* way. We Americans are proud of our skills and efficiency. Why not use these as motivations for safety? These appeal greatly to the age groups that at present furnish us our highest accident rates. Why does the youngster like excessive speed and disregard traffic regulations? He is showing off his skill and efficiency in handling a car. He is living romantically and subduing his environment as his ancestors conquered the wilderness and the wild beasts. Until we use these motivations to satisfy his *ego safely*; until we make safety *a skill to be proud of*, we shall have trouble with the young driver.

We are told that the "accident prone" person may be responsible for as high as 80 per cent of the accidents. Yet very few places pay any attention to the reeducation of this safety-sick individual. The nation was recently shocked by the death by taxicab of a prominent woman author. Yet we should have been more shocked when we learned that the driver had 22 traffic offenses to his record and was still allowed to drive. We need to tackle the accident prone person as the individual problem of an emotionally sick human being.

How are the educated in safety watched through operate in the My mother's cient and me gadgets appall unplanned, let own generatic had more exj modern house some training and safety in worker before a safer hou every housewi previous safet to reach the in her domes in safety shu teaching of s

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I am happy speak before Congress. Yet somewhat like

How are the people in the home to be educated in safety? Having in my lifetime reared three generations of housewives in the home I am not discouraged. My mother's generation made very inefficient and messy housekeepers. Mechanical gadgets appalled them. Their methods were unplanned, laborious and scatterbrained. My own generation was somewhat better. We had more experience with mechanics. The modern housewife is very apt to have had some training in efficiency, in orderliness and safety in positions as office or store worker before marriage. She usually makes a safer housekeeper. We cannot expect every housewife, however, to have had this previous safety training and we shall have to reach the girl in high school. There, in her domestic science courses, education in safety should be incorporated as the *teaching of skills for household efficiency*.

Might I suggest another field where education is needed—education of town and city traffic committees and commissions and of traffic officers? At present, except in a few cities and states, the rules and regulations sometimes appear to the motorist as an insult to his intelligence while the method of enforcement makes him hostile. Disrespect for traffic regulations is rampant, because the motorist has not been persuaded they are reasonable or necessary. When a town frankly enforces only traffic laws that can return easy money to the treasury the average motorist has no respect for the regulations. When he is slapped in the face at the entrance to the city by signs threatening arrest instead of inviting cooperation he has little incentive to be law abiding.

May I offer as an illustration a recent personal experience? On a ninety mile drive I passed first through a small town with uncongested, wide main street with the speed limit marked as 15 miles. Half an hour later I was in a large city with a similar

wide main street, heavily congested, where the speed limit was 35 miles! I drove ten miles on a modern four-lane, divided highway in the country where the limit was 40 miles, only five more than in the center of a big city. Later I was on another four-lane highway with speed limit of 45 miles. When this dwindled to an old-type two-lane curving road the speed limit still remained 45 miles!

I do not wonder that motorists so often disregard speed signs when they seem to insult their intelligence and strain their credulity as to their necessity or wisdom.

Our paper reported recently an arrest by a traffic officer of an out-of-state motorist for speeding. According to the testimony, when the motorist requested information as to the allowable speed on that highway, the officer replied, "It is 60, 50, 40, 30, 20 or 10 miles as *I decide*." Could such method of enforcement breed anything but hostility?

Finally may I offer a comment on the failure to utilize the average citizens banded together in clubs in every community. The safety program, of necessity, started and has largely remained in the hands of technical experts and government authorities. But if we are to convert this unsafe-human-being factor in accidents the emphasis must shift to the enlistment of citizens for cooperation and understanding. Who better can put pressure on city and state officials for reasonable safety measures and enforcement than the voters themselves? Where better can we reach these voters than through the already existing organizations in every community? Let's not neglect or waste this powerful force for safety.

Our greatest problem in safety today is the unregenerate, murderously inclined human being. He must be *converted* to safety before our murders by accidents will decline.

Safety in Transportation

By GUSTAV METZMAN

President, New York Central System, New York, N. Y.

I am happy and proud to be invited to speak before this opening session of the Congress. Yet I must confess that I feel somewhat like the man on horseback who

rode, carrying a lantern, in front of our freight trains as they crept down tracks in the middle of Tenth Avenue in New York many years ago.

Behind that man rolled a modern miracle of transportation. In front of him were all the hazards of human helplessness and carelessness. He was a man in the middle—unable to control the train except to give warning it was coming. And his progress was very slow.

So I stand here today, as we all do, giving a warning that more and more hazards to safety tread on our heels as modern machines develop. But we hold one power the man on horseback did not have—we can plan and work to make the machines safer, to check dangerous developments and to provide safeguards for them.

I am glad to see that the National Safety Council statistics show, for another year, improvements both in the total accident fatality picture and in the motor vehicle fatality picture. Nevertheless, there is no room for complacency or great satisfaction in any year when as many as 98,000 people are killed and 10,300,000 are injured in accidents, as occurred in 1948.

For safety is not a game in which we are merely trying to break "par," or break the previous record. There is no par for the safety course; but if there were one, it would be the par of *no* accidents. We are fighting a constant battle in which any death or injury due to accident is a wasteful loss, as well as a tragedy for some individual and those around him.

As long as lives are lost or persons injured, there is small comfort to be found in statistics that simply say, "Look, we didn't kill or maim quite as many people as we did last year" . . .

In safety planning and operations we in industry carry many responsibilities. An industry must take every possible precaution to protect its workers. When that industry also operates on wheels on or across public rights-of-way, it has the added burden of preventing collisions, insofar as possible. The mobile industries—transportation—also have the responsibility of avoiding or mitigating conditions that cause public risks, even though their own properties themselves may not be directly involved in such collisions.

This applies equally to railroads and to the automotive users of the highways. Few things are more vulnerable in every-day accidents than the human body. And accidents mean injuries to human bodies, or

deaths, as well as the destruction of property.

Other speakers at this Congress will talk, I know, more specifically about safety operations in their fields. You kindly invited me as a transportation man to discuss safety. As a transportation man I naturally think of safety in all its aspects, but I think particularly of safety on wheels. There is a challenge to safety every time a wheel turns!

I am proud to recall that Marcus A. Dow, of the New York Central, presided over the first Railroad Sectional Meeting of this Congress in 1915. That was the fourth session of the Congress, or five full years after the New York Central System had begun to make safety work a responsible part of its operating organization.

Speaking as a follower of Mr. Dow in this field, I must repeat the questions which he and his fellow pioneers asked almost thirty-five years ago: Have safety legislation and regulation accomplished safety enforcement? Have we, the people, done our utmost to further safety?

The answer to each of these questions is an honest NO. Each year we discover new needs, new lacks, and all in all we make progress. But we continually find that our work is only beginning.

On the railroads we know that we have done much. We seek always to accomplish more. The railroads, I can testify, have always been far ahead of the laws—spending many, many millions for improvements that contributed to safety through years when earnings were poor or nonexistent, and when dividends for stockholders were thin, if declared at all. May I cite three examples only, of developments financed entirely within the American enterprise system, that have guaranteed an enviable record for train passengers and the regular, safe movement of freight?

The railroads control their flow of traffic with the aid of automatic block signal systems that cover more than 105,000 miles of track. An important note is that almost 94,000 miles of track had automatic block signals prior to 1937—before any law requiring such systems had been enacted. In addition, other block signals control 33,000 more miles.

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railroad tracks was increased from coverage of 1,975 miles of track on January 1, 1937, coverage of 8,847 miles by January 1, 1948. And all of these installations were voluntary; none was required by law.

As a final statistic among many others which could be cited, the railroads are using approximately 4,500 interlocking devices. And of all these interlocking switch and signal controls, only one—just one—was ordered installed by the Interstate Commerce Commission.

All these developments, extensive training activities, and much more, lie behind the fact that travel on American railroads today is three times safer than it was a quarter-century ago.

It is true there have been a lamentable number of accidents involving trains. In 1948, railroad grade crossing accidents cost 1,612 lives and 4,255 injuries. Naturally, responsibility for many of these casualties was shared with others. Trains cannot dodge. Even so, it may come as a surprise to learn that about thirty per cent of the grade crossing accidents are caused by other vehicles running into the sides of cars and locomotives—ignoring gates, flashing light signals, and other devices which the railroads have installed at their own expense in order to avoid such occurrences.

The record for 1948 was much better than the record for 1947. But we temper pride in that improvement. The 1948 deaths and injuries were far too many. All of which raises the questions—Have the railroads done all that they can to improve their accident records? Can they do more?

To mention just one item, the railroads have spent, since 1935, literally tens of millions of their own funds to help finance elimination of grade crossings. And the railroads would do even more in this field if they could find the money for it.

To mention another item, we have spent and committed, on the New York Central alone, more than \$2,500,000 in these four post-war years for the installation of crossing gates with flashing lights, and for crossing flashing lights. Similarly extensive installations, running into many millions of dollars, also are being made by many other railroads.

Thus it can well be said that the railroads have done and are doing much; and that

they plan to do as much more as is humanly possible.

A moment ago I cited the actual figures of grade crossing accidents in which railroads were involved in 1948. In fairness, I would like to fit them here into the general picture. One of the nation's great insurance companies, the Travelers, shows in its newest "Book of Street and Highway Accident Data" that railroad grade crossing accidents accounted for only 3.8 per cent of vehicular accidental deaths, and only one-half of one per cent of such injuries. The injury percentage, as tabulated in that survey, was so small that it was bettered only by the record for horse-drawn vehicles!

These records exemplify application by the railroads of what have been called the three E's of safety—Engineering, Education and Enforcement. The railroads have no monopoly on their application. We foster them in our operations and constantly check those operations for improvement.

Not only the railroads but industry after industry within the realm of self-sustaining American private enterprise has set its own records, in plant and out of plant. Furthermore, some of those which have failed to push hard enough, to devote maximum energy and expenditures to safety, have been forced more and more into line by community pressure.

On more than one occasion, I assure you, railroads have felt that community pressure in many ways. Under modern enlightened management, they welcome all constructive pressure. For railroads, as some persons are prone to forget, are part of the very fabric of communities—and a very major part.

The railroads are among the largest taxpayers in all states. They live by, for, and with each community they serve. What helps the community helps the railroads. And costly extravagances that hurt the communities hurt the railroads.

I sometimes wonder if all the work done voluntarily and at such great cost by the railroads has made an appreciable dent in our national safety program as it is related to safety on wheels.

In the thirty-five years that have marked accelerated modern railroad safety consciousness, grave changes have occurred—changes that have interjected into every community what I recently heard described



as "death avenues." The aptness of this description can be seen from the fact that, in addition to the 32,000 motor vehicle accident *deaths* which the Council reports occurred in 1948, there were an estimated 1,100,000 *injuries*. Therefore, I would like to touch briefly on one street and highway safety problem shared by the railroads in their position as intimate members of each community they serve.

In every community where a train stops we have property and welfare interests: We are customers of service, and sellers of service. I repeat, we are among the largest taxpayers. For example, in New York State this year the railroads are paying state and local taxes averaging nearly \$3,900 per mile of line, and totaling approximately \$35,000,000. We help, through our tax payments, to build schools, to pay teachers, to support police forces, and to build streets and highways. Our numerous employees are members of the community.

Railroads could not operate for a day as self-sufficient entities. In our daily lives, trucks pick up and deliver our freight cargoes, and extend our hauling services over the streets and highways. Local enterprises are our customers, and we are theirs. In mutual cooperation we deal with each other—in cooperation that guarantees the most important safety of all, the safety of the American way of life.

We are not a subsidized agency of the government, but a business competing in and cooperating with community life.

Yet now, in the mushrooming expansion of postwar development, we see developing a threat to community safety of life and to hard-pressed community budgets, both state and local—a threat that is virtually unregulated, scantily policed.

Careful studies have shown that local delivery vehicles in cities and towns and rural areas have been leaders in efforts to promote safety. With few exceptions, they operate carefully. They limit their loads to points well below the strength built into pavements. They do not break down the costly foundations of the highways. Furthermore, they pay their share of taxes to the community, as the railroads pay theirs.

But there is a minority of the commercial vehicle users—some persons estimate it as five per cent—who are creating a new and growing problem in this postwar era.

Highway safety and the tremendous costs of maintaining our highways are so inseparably connected that one cannot be considered without the other. The cold fact is that highway funds are NOT unlimited. There is only so much money available for highways. So, to maintain them safely, the use or abuse of highways must be limited to preserve them safely within the cost limits determined by the money available for their maintenance and construction.

Despite the growing volume of heavy, long-distance traffic thrust on communities, the roads must be maintained in safe condition. But under the present system of highway operation, at whose cost? We call it government's cost, but government is made up of communities, and communities are made up of taxpayers who foot the bills.

One of the greatest advocates of highway development, Thomas H. MacDonald, United States Commissioner of Roads, pointed up the grave problem when he said in a speech earlier this year:

"The overloading of safe structural capacity (on the highways) is reflected in the skyrocketing maintenance and reconstruction costs. The lessons in the first pages of highway-use primers have not been learned, and the results are so costly both to individuals and to the public, that they total a disgraceful and extravagant waste in the nation's true economy. . . .

"The highway user," Mr. MacDonald went on, "is concerned because the burden of paying highway costs falls largely on him. He does not wish to pay for new highways to replace those destroyed by excessively heavy loads."

The accelerated deterioration of our highways has created a basic new safety and cost problem that has drawn the alarmed attention of public agencies, of tax authorities, and of many newspapers, both in Chicago and in many other cities throughout the nation.

The time has come, I think, to suggest that we go to work most seriously, in the fullest cooperation, to equalize the benefits and the responsibilities of all forms of transportation in our community life.

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to both sides. But we needed each other. Today, we need every form of transportation but each in its place, carrying its full responsibilities as well as reaping its full benefits.

Safety alone demands—and demands imperatively—a serious study of this problem.

I shall frankly confess that, to some railroad leaders, restrictions placed in former years upon the railroads by communities, by states, and by the federal government, seemed onerous. And I must add in all honesty that local taxes today are a grave burden.

But let it be marked that we pay them, while we carry out in addition the full cost of our own development and improvement, of our stations and terminals, and of building and maintaining our own roadways. No one subsidizes us. No one even polishes our windshields as free service.

So I feel that we have earned the right to suggest improvement in community life, particularly in the all-important field of safety. And on that basis I would leave with this Safety Congress these simple suggestions for study:

First—Let us be realistic enough to recognize that highway hazards now are greater than the forces set up to cope with them. Let us also be realistic enough to recognize that these forces and measures will not be enlarged until the public, under fearless and able leadership, demands that our roads be safer.

Second—Let us be realistic enough to supply that leadership to individual communities so that they will take action that will make safe highways a reality and not a fiction.

Third—In order to have safe highways,

are there not means of distributing more equitably the costs of building, maintaining and policing these highways?

And now in closing, as a transportation man and an industrialist with the future welfare of this nation close to my heart, may I make some statements that I am aware you already know but I think are worth reiterating many, many times.

Greater safety in industry, in transportation, at the school, in the home and on the farm, is vital to the future of this nation and to our way of life.

We can obtain it through the three E's, but there must be an assumption of increased responsibility by individuals and organizations to give calm and logical thought on action as to how to best meet these safety problems.

We applaud the Action Program of the President's Highway Safety Conference; the Inventory of Traffic Safety Activities, Operation Safety, and the "Signs of Life" programs carried on by the National Safety Council; and many other programs carried on by civic organizations, industry, insurance organizations and others too numerous to mention. These provide a basis for planning and attention by every public official, every organization and every citizen in this nation.

It has been aptly said "We can have as much safety as we want and are willing to work for." I offer therefore the cooperation of the railroad industry, and the unremitting effort of the New York Central in particular, to all officials, public groups and all industries,—competing or otherwise. For in saving lives, limbs, and happiness, we all meet on a common ground to assist in finding the answers to these questions.

Safety in Six Easy Lessons

By NED H. DEARBORN

President, National Safety Council, Chicago, Ill.

These remarks are addressed to each of you as a responsible citizen and to each of your fellow Americans, wherever they may be. What happens to you—all of you—as the result of needless accidents, is the nation's accident story. To date, that story is both sad and disgraceful.

I do not mean to imply that the situation is hopeless. The death rate for all kinds of accidents is the lowest since the beginning of accident records about 50 years ago. The traffic death rate, based on the amount of travel, was 30 per cent lower in 1948 than in 1945. Nevertheless,



the fact remains that accidents of all kinds killed 98,000 last year, and traffic accidents alone cost 32,000 lives.

There was an accidental death every five minutes and 23 seconds, during 1948, and a nonfatal injury every three seconds. The economic loss from last year's accidents is estimated at \$7,400,000,000—approximately \$50 for every person in the United States.

The atom bomb cost Hiroshima about 150,000 lives. Since that day American lives lost through accidents totaled more than 400,000. Between Pearl Harbor and V-J Day we killed by accident 80,000 more Americans than we lost in combat in World War II.

We have known for many years that accidents are the fourth or fifth cause of death in this country. But the American Medical Association now reports that accidents are in *second* place in their effect on the life years of Americans, and in *first* place in their effect on the work years of the people.

A great deal has been done in this country to control the accident menace. The National Safety Council is grateful for the efforts of thousands of safety workers. We are grateful for their increasing numbers. We are grateful for financial support from the public funds and from private corporations and individuals. We are grateful for the incredibly fine support contributed by all media of public information.

But obviously the support for accident prevention is still woefully inadequate. Although the above facts have been publicly stated over and over again, I am convinced that the average American citizen, young or old, has not been much impressed by them. He is still indifferent to the magnitude and gravity of the accident problem. He has not yet accepted accident prevention as an important element in public health and welfare, to say nothing of accepting it as one of the most important of our national economic and social problems. If he pays any attention to it at all, he merely says, "This is a terrible problem. Why doesn't somebody do something about it?" But the problem won't be solved until he says, "What can I do to help solve it?"

So to each of you—and to all of your fellow Americans—I hereby offer six simple lessons in safety. The facts make it obvious,

I believe, that we need to study these lessons, to analyze and reflect upon them, to amplify them, and to apply them to our own daily acts.

Lesson No. 1: Be Careful—The Life You Save May Be Your Own.

You have heard and read this slogan, especially during the last three years, until to some of you it must approach in familiarity the Biblical injunction, "Do unto others as you would have others do unto you."

While it is obvious that many, many people heed neither injunction, there is evidence that the safety warning has had direct, positive effect on some of you. For example, a taxicab driver heard it one night and was a few minutes late to his appointment. Upon arrival he said, "I just heard a traffic accident program on the radio, and I slowed down. I thought I'd better get here in one piece, even if I arrived a little late."

But not enough of you have heard—and heeded. Our holidays have become horror days. It is not the function of the National Safety Council to predict accidental deaths. It merely estimates such deaths on the basis of past experience and warns of repetition unless preventive measures are adopted. Yet in estimates of the holiday death tolls the Council has been discouragingly accurate—or worse, tragically wrong. We underestimated last Labor Day's traffic fatalities by 130. The tragedy lay not in our gloomy estimate of 280 traffic fatalities, but in the fact that the actual number was 410.

We are all convinced that this lesson is extremely important—"Be Careful—The Life You Save May Be Your Own." To place responsibility on you for your own safe acts must continue. But clearly there are other needed lessons to be learned and applied.

Lesson No. 2: Be practical—Help the other fellow act safely, too.

Nearly all of you are decent human beings nearly all the time. You wouldn't deliberately tip a piano over on your children. You wouldn't deliberately run down a sickly old man in traffic. You wouldn't deliberately place roller skates on the stairs so that someone will fall and be killed. You wouldn't deliberately leave a dangerous machine unguarded, or an ugly bull on the loose.

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But in a single careless moment, you might. Or any one you know might.

And there are some among you who aren't as careful as others. Some are show-offs. They drive a motor car at 80 miles an hour. They weave in and out of heavy traffic lanes. They dash across the street in moving traffic. You know some of these people. We all do.

There are some among you who become a menace to your fellows because of excessive drinking. Such people are a menace in the home, on the highways, at work or at play. Among their worst offenses is driving a motor car. And you never know when you'll meet a drunk driver. He may be in that next car you see coming toward you.

There are some among you who are criminally negligent. They will leave a well uncovered. They will leave boards upturned with sharp nail points exposed. They neglect to build hand rails on stairways, or gates and pens to protect infants. They won't replace dangerously narrow bridges, or follow the standards of highway engineering. They won't install machine guards, even though the general use and usefulness of such guards are well known. Many among you do these and similar things.

You can do something about the show-offs, the drunks and the criminally negligent. You can insist upon strict and fair enforcement of prevailing laws. You can insist upon use of the best known construction, engineering, and housekeeping. And most of all, you can help in the education of the public to remove these human hazards. As important as enforcement and engineering are, they will fail without adequate education. Education must point to a high degree of acceptance of the best known standards of enforcement and engineering.

Lesson No. 3: Be positive—negative safety is second-rate safety.

If you doubt this, note the following. On the occasion of Margaret Mitchell's tragic death at the hands of a driver who already had a record of 22 violations, we said to you in a news release that her murder could be attributed to the mass indifference of the very people who read her book and loved her. We also said that the driver and all other drivers like him should be quarantined by permanently revoking their driver's license. On the basis of his record,

what more did that driver have to do to demonstrate that he was a menace to you and to all others on the highway when he was behind the wheel of a motor car?

If it had been discovered that this driver had the germ of a contagious disease—typhoid, smallpox, or diphtheria for example—he would have been quarantined for his own good and for your protection until he was no longer a menace. You would insist on his quarantine in such circumstances. But you didn't in this case and you seldom do in similar cases.

Letters came from coast to coast about the Margaret Mitchell case—scores and scores of them. Nearly all who wrote agreed with the two points I have made above. But I wonder what was done besides writing to us about the terrible incident. Some of those who wrote had lost dear ones under similar circumstances. Some said the public is not apathetic, but that it just doesn't know what to do. To do nothing is as bad as to do something wrong. Some had a panacea to offer. But the point is that the people wrote promptly and positively. Margaret Mitchell, because of her universal fame, was a symbol. Her tragedy was their tragedy.

You—and all of you in America—are humane about so many things. You buy Christmas seals and Easter stamps. You support and acquiesce in inoculations and vaccination. You give money to fight heart disease, brain hemorrhages, nephritis, poliomyelitis, cancer and a hundred other diseases. You vote for people who make laws to protect you in a thousand ways. But you don't do very much to prevent accidents.

Lesson No. 4: Be sensible—use common sense to save dollars and cents.

Nearly all top executives in big corporations know that safety pays big dividends, that it aids production, that it is good business.

But here is a case for you as an individual to ponder. Suppose you, the breadwinner of the family, have had a serious accident away from work. You are rushed to the hospital where you hover between life and death for several days. Your family is frantic with fear of the worst. You survive. But never again will you be able to return to your old job. There is a mortgage on your home. You have a fine son entering high school and you have dreamed for



years of sending him to college. Now you can't give him the slightest financial assistance. Your daughter, aged 10—well, you had fine plans for her music lessons, high school and college.

You were in the hospital 10 weeks. The room cost you, let us say, a minimum of \$7.00 a day. That amounted to \$490. For 10 days you had three nurses to cover the twenty-four hours. That amounted to \$370. Then there was one nurse the rest of the 10 weeks and that cost you \$750. Your attending physician sent you a bill for \$1,000. Surgical room costs amounted to \$70. The ambulance that brought you to the hospital cost you \$20. Your wages amounted to \$80 a week, so for the 10 weeks you lost \$800. Your medical and hospital bills add up to \$2,700. This, together with your lost wages makes your total loss \$3,500.

Meanwhile, your family has to have food and clothing. Your mortgage interest and amortization payments are due. You haven't paid your taxes. You have insurance payments on deck. No movies, candy, or ice cream for the children. No holiday trips, no new clothes, and not another penny for their savings accounts. And you go back home at the end of 10 weeks, not back to work.

This tragedy in some degree can happen to you. Yes—use common sense to save dollars and cents.

Lesson No. 5: Be cooperative—don't double-cross your Green Cross.

Business has a great variety of organized strength. You support the United States Chamber of Commerce, the state Chambers of Commerce, and the local Chambers of Commerce.

Labor is organized. You support international labor organizations, state councils of labor, municipal councils of labor, and local unions.

Teachers are organized. You support national, state and local organizations.

Women are organized. You support national, state and local organizations.

In the same way you support the American Red Cross, the Heart Association, the Tuberculosis Association, the Cancer Society, the Infantile Paralysis Foundation, the Boy Scouts, the Girl Scouts, the 4-H Clubs, the Grange, the American Farm Federation, the Farmers Union.

You support churches, fraternities, political parties, service clubs, and civic organizations of all kinds. Almost any successful economic or social cause is represented by strong national, state and local units and you support them.

The safety movement has been characterized to you as one of your most important economic and social movements—as one of your most important public health and welfare movements. If you believe in it you will support your safety organizations—national, state and local.

Do you know their chief function? It is to coordinate all your public and private agencies which have any interest whatsoever in accident prevention. Each coordinates at its own level. In so doing each stimulates interest on the part of all possible agencies and gets each agency to conduct a part of the safety program in its own name, thus providing for the credit and prestige of the individual agencies. By thus dividing up the job each safety council can operate on a budget much smaller than would otherwise be possible.

So support your Green Cross with your greenbacks. Or with your half dollars, quarters, dimes, nickels, or even your pennies. If you are confused by multifarious requests for money, choose the organizations to support which do most for the economic and social health of America, your state, your county, your city, your loved ones, yourself. If you so choose, the Green Cross won't lack for adequate funds.

If it seems to you that too much emphasis is being placed on financial support, let it be clearly said that safety councils need voluntary help through a variety of services. Visit your local safety council and volunteer your services. You do that for other worthy causes. Why not for safety?

Lesson No. 6: Be a good American—safety may not always be a legal requirement, but it is always a moral obligation.

You undoubtedly obey the laws of your government. You don't murder, rob, embezzle, commit assault and battery, or arson. But how about safety laws and regulations. Do your attic, closet space, and basement meet the requirements of your fire department? Does your home meet standard requirements in the matter of electrical and heating installation? Do you always obey

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the legal speed limits on street and highway? Do you ever try to get a ticket "ed" for traffic violations? Do you brag secretly gloat about your close friendship with the traffic court judge? Do you have your motor car inspected at proper intervals? Do you jaywalk? Are you a courteous driver? Do you ever drive when intoxicated? Are you a road hog? Are you a show-off?

What are your standards as a driver of a private so-called "pleasure" car? Higher standards for driver licensing, for car inspection, for enforcement and engineering will protect you against yourself and against the irresponsible other fellow.

Beyond this, you must have a good moral safety code of your own. You must believe in health and happiness for all. You must believe in protecting your privileges by accepting your responsibilities. To accept responsibility is a moral obligation if you believe in the worth of the individual human being, if you believe in a free self-restrained society.

In America you are free to exercise initiative in your personal, professional or business life. You know there are no barriers you cannot surmount with your initiative and independence. That is how you made America great.

But remember that you can lose all that if you depend on others to do the things you ought to do. There are signs that you look to government too much for your security. To the extent you do, you are weakening America, losing your initiative and independence, failing in your responsibilities.

In safety you can develop your own moral code to a high degree. And such a code will

activate you to do those things so much needed to conserve our human resources through accident prevention. Such a moral code will make you obedient to the existing legal safety code; even better, it will make you fight for the constant improvement of that code.

Safety in six easy lessons! Easy to say. Easy even to remember. Not easy to follow. Nothing really worth while is done easily if done well. But I submit to you that we will succeed in this safety movement only if *you* believe in it and if you demonstrate that belief through taking to heart these six lessons. Your belief in safety must be more, of course, than mere intellectual acceptance of its purposes. You must accept it emotionally as a great humane cause. If you accept it intellectually *and* emotionally, then your belief will become a conviction.

Jesus suffered on the Cross, gave His life, because of His convictions about you and me. Mahatma Ghandi martyred his life for his convictions, and it ended in assassination. Abraham Lincoln was crucified every day of his presidency because of his convictions and he, too, died at the hand of an assassin.

Ralph Waldo Emerson said, "The great mass of humanity worry themselves into nameless graves, but here and there a rare soul forgets itself into immortality." You may neither be a Christ, nor a Ghandi, nor a Lincoln. But you can, within your limits, approach the ideal of their selfless lives. To love your neighbor as your self is next to holiness. To know the satisfaction of good works is next to paradise. The field of safety offers you both. Follow the Green Cross. Raise its banner proudly over all our beloved America.

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Banquet

No Time to Quit

By EDDIE CANTOR

I am not here tonight as a comedian, or as an entertainer. I am here in the same role that you are here—as an American citizen who is sick at heart and a little frightened over the messy massacre that is taking place day after day on our streets and highways—and who sincerely wants to do something about it.

I am here as a husband and a father who loves his family just as you love yours—and who wants to see that family stay alive and healthy and happy. A moment ago I joked about my five daughters. But you can imagine how I would feel if someone were to step up here right now and hand me a telegram saying that one of those girls had been run over by an automobile. You can imagine how you would feel if you were handed a telegram right now, telling you to come home—that your wife or child had been in a traffic accident and was in the hospital—or worse.

You can imagine what it would be like to go back to the home you left just a few days ago, and find that crib in the bedroom empty—forever. Or to see the beaten-up baseball glove lying in the closet, with no one now to use it. Or the favorite doll, with no one now to mother it.

We don't like to think of things like that, do we? But they have happened—they are happening—to thousands of people just like us—people who love their families and who have seen their whole lives change in a split second through the tragedy of an accident—an accident that could have been prevented—that *should* have been prevented.

Scientists are working feverishly day and night in laboratories throughout the world to find a cure for cancer. Here is a disease—carelessness—which kills more people throughout the year than almost any disease—and we will not accept the cure for it: *"Be Careful."*

So I am here tonight for the same reason that you are here—to do my part as an American citizen and as a husband and

father in seeing what we can do to cut down the staggering toll of dead and maimed that are piled up day after day, without ceasing, by accidents.

I know you folks who try so hard to prevent this toll must have days when you feel like throwing up your hands and saying, "What's the use?" I know there must be times when you wonder why you should have to work so hard to keep people safe, when all you are doing is asking your friends, your neighbors, your workers not to kill themselves. I know you must be discouraged to see the indifference of the public toward this problem that means so much to public welfare. But let us not be discouraged. We must not quit the fight!

For I am just as sure as I am standing here that we can among us—you and I and all the other good people who are working for safety—lick this thing. America has never failed yet to whip a problem that was as big and tough and serious as this accident problem—and it will whip this one, too. But it will come about only through the relentless, dauntless efforts of you people in this room tonight—plus the work of thousands more like you who now are or will be enlisted in the safety movement.

This is no time to quit! We are making progress. We are winning the fight! Regardless of what we may feel at times, we are winning!

You must remember, my friends, that we are fighting something bigger than accidents. We are fighting the causes of accidents. And these causes of accidents are such things as greed, selfishness, the desire to show off, to outwit the law. It takes a long time to whip those things, but they can be whipped—or at least controlled on the highway and in the homes to the extent that our accident toll can be cut and cut to the bone.

It has been my pleasure and privilege to work closely with the National Safety Council for 10 years or more in its grand



work of leading this war on accidents. I have done what I could to help. So have scores of other personalities in the motion picture and radio field who, as members of the Motion Picture and Radio Committee of the Council, have contributed their services to the cause of safety. I hope you will let me continue to help—for we are in this thing for keeps!

This safety business is a grim business. But it is a fascinating business, too. It never ceases to amaze and intrigue me. What makes people act like they do behind the wheel of their car, for instance? What makes men try to be so wise and prudent in their business dealings, and then act like fools in traffic? What makes mothers so willing to give their lives, if need be, to protect their children—and then drag those same children across a busy street in the face of a red light and say, "It's all right, darling. Mother is with you!" How can you explain these things?

I think one reason for all this is that people are not afraid of things that they themselves can control. Every sensible person knows that if he behaves as he should in driving and walking, he can in nine cases out of ten be perfectly safe. So he thinks to himself—if he gives it any thought at all—"Why, of course I will be careful. So of course I will not have an accident. *Me* have an accident? Don't be silly! I'm smart. I don't need to have an accident!"

And then he gets out in traffic and makes a fool of himself—often with tragic results.

But it's different with a disease that we ourselves cannot control. There we have something that strikes from within—something we may not be able to avoid no matter how careful we may be. So we are afraid. We are willing to join with others in trying to control such a thing, because we know that by ourselves, we can't control contagion or an epidemic.

Well, friends, you and I know that accidents are just as deadly and insidious and treacherous and terrible as any disease known to man. We know, you and I, that we can't control accidents by ourselves, even if we wanted to more than anything else in the world. We know it takes the efforts of everyone to stop the danger of accidental death in our home or in our car or in our work—just as it takes the efforts of everyone to prevent a dread disease.

And we know something else. We know that these accidents can strike just as brutally, just as fiercely, just as terribly as any disease or any disaster can strike—and that they are taking a toll of dead and maimed and injured—a toll of twisted and useless bodies—that puts to shame the tolls of many of these other unseen enemies we dread and fear so much.

But the average person hasn't yet recognized this. So he goes ahead and woos danger, courts catastrophe, by literally begging for an accident.

You know what I think? I think thousands of these accidents could be prevented if you and I would try to be just a little more polite—to be as courteous in our car as in our home. What is there about you and me that makes us an *Emily Post* as a host—and a heel at the wheel?

What is there about me—and maybe you, too—that makes me cringe and shiver if a man weighing five pounds more than I weigh acts like he's sore at me; and then makes me walk bodily and brazenly in front of a steel automobile weighing three thousand pounds—and dare it to hit me? What makes me think that in traffic a squirt can't be hurt?

What is there about a woman that makes her keep the house so spick and span that you are afraid to step on the rug or move a magazine, and then place a throw rug so that it can live up to its name and mess up the whole room—with YOU?

Well, if we had the answers to those questions, we would be a lot farther along the way to cutting the accident toll than we are. For I believe that things like these are the things that are holding us back in our efforts to make this country safer—the so-called "little" things.

Oh, I know that you engineers must approach the problem scientifically and come up with better highways, better traffic systems, better and safer cars. I know that you traffic enforcement experts must come up with more rigid laws for traffic behavior, and see that they are enforced more rigidly, too. But we know that you *will* come up with those things. What we don't know is whether we will ever be able to control human behavior so that human beings will want to live safely enough to try to do it.

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wanting to do it right now more than they were a few years ago. I believe the constant battle that the National Safety Council and other safety agencies are waging against accidents is paying off. I believe the work of you people here tonight—and the thousands of other safety volunteers—is bearing fruit. I believe you are making bigger strides than you realize. I honestly believe that.

I believe that the day will come—and sooner than you think—when the average man and woman and the average child of understanding age will be taking his or her part in a united and continuing effort to make things safer for himself and for others.

I believe safety can and must be a family affair. We are making a start in that direction. Just the other day I heard about a wonderful incentive plan the American Trucking Association has set up for truck drivers. This plan develops such a keen interest in safety on the part of the wives and children of drivers that have actually exerted more influence than the safety directors of the companies. The startling decrease in accidents which follows is the best proof I know of that family interest in safety really works. The day has come when accident prevention for this industry is a family affair.

But I believe this day will not come for other people until we have brought home to the average person in a dramatic way the fact that he, and he alone, can prevent the one accident for which he is responsible—the one he can cause. To speed the day when more and more people will drive and walk safer, will keep their homes safer and work safer, I would like to propose to you tonight a simple Creed of Conduct for good Americans which I honestly believe will pay off in greater safety, greater happiness and greater security for all of us.

I propose that every American citizen who believes in a better community and a better nation adopt this simple Creed of Conduct:

1. I will try at all times to remember that rudeness and recklessness on my part can hurt others as well as myself and is bad citizenship.
2. I will therefore try to drive my car like a lady or a gentleman and be as

courteous behind the wheel as I am to guests in my home.

3. I will check my home for hazards and try to make it as safe as it is attractive.
4. I will take all reasonable precautions to avoid accidents as I work, for the protection of my fellow worker as well as myself.
5. Wherever I am, whatever I am doing, I will try to remember that it takes only a second to use common sense and caution—and that it takes a lifetime to pay for forgetting.
6. I will do more than just be careful myself. I will enlist in a united community effort to bring safety to everyone through better laws, better enforcement, better realization of the problem.

I sincerely believe that even a simple little creed like that can work wonders in our accident problem if we can get enough people to try it out. Will you help me see what we can do about it?

I wish there were something I could do—something I could say—something I could think of that would really help you folks in your magnificent fight to reduce accidents in this country and save all the suffering and tragedy and pain and blood that accidents bring. I know there is nothing big I can do, but I do want to do my best to help. I believe you know that.

No, there is nothing big I can do. But I can do this—I can go back to my home, determined—fanatically determined, if need be—to try harder than ever before to make the people around me—and most of all myself—see more clearly the part they must play as decent American citizens to help prevent accidents and put an end to this nonsense of a huge, needless accident toll.

Ladies and gentlemen, our hearts were shocked and our blood ran cold a month or so ago when we heard of the terrible boat disaster up in Canada, when 140 people were burned to death. The whole nation was horrified. Investigations were launched and steps were taken to see that such a thing should never happen again.

But only a couple of weeks before that boat disaster another national catastrophe had occurred—the Labor Day holiday mas-



sacre on the highways. In this wholesale slaughter more than 400 people were killed. They were crushed to death, burned to death, torn and shattered and pinned and pierced—killed in the most horrible fashion you could imagine.

But what is being done about that? I mean in a nationwide, concerted, continuing way? Is the country taking steps to see that this catastrophe can never happen again?

If it isn't, I say to you that we have no right to call ourselves a civilized nation. We have no right to pose as the great humanitarian. We are hypocritical and shameless if we brand other nations as cruel and heartless and brutal when we shrug off a national disgrace like this as the "price of progress."

Well, what are we going to do about it? Are we going to toss in the sponge? Are we going to pull our punches and whine that the "people aren't interested"? Are we going to blame the accident toll on human nature and let it go at that?

You know we're not! We are going to move in harder and faster than we have ever moved in before. We are going to go back to our homes and our jobs from this wonderful Safety Congress fired with

a new zeal to put into this safety movement more fire and more punch and more effort than we ever had before.

Folks, remember—we are winning! We are cutting the accident toll in the face of increased travel and increased population. We are a lot nearer victory than we realize.

For the sake of that youngster you left back home when you came to this meeting . . . for the sake of that wife and kid who are back there waiting for you now . . . for the sake of every kid in the country and of every decent American citizen—go back and fight for safety!

You heard the wonderful singing of those boys and girls in that marvelous choir here tonight. You looked into those fine young faces up there, and thrilled as I did at the hope and strength and promise they gave. *There* is our America tomorrow. *There* is our answer to those who ask, "What's going to happen to America?" You pictured your own boy or girl up there—now or tomorrow.

Friends, are those youngsters worth fighting for? Are they, or any one of them, worth all the trouble we are taking to protect them from death—or worse—in accidents?

Then let's keep on fighting for safety!

Safety Exposition Exhibitors

EXHIBITION HALL—STEVENS HOTEL
MEZZANINE FLOOR—SHERMAN HOTEL

Alphabetical List of Exhibitors of Industrial and Public Safety Equipment

- Acme Protection Equipment Co., Chicago, Ill.**
Gas Masks Exclusively.
- Aetna Casualty & Surety Co., Hartford, Conn.**
Insurance.
- American Abrasive Metals Co., Irvington, N. J.**
Abrasive Metals, Paints, Coating, Safety Tile for Safe Walkways.
- American Allsafe Co., Inc., Buffalo, N. Y.**
Saf-T-Vox and General Safety Equipment.
- American Chain & Cable Co., Inc., Bridgeport, Conn.**
Chains, Cable and Wire Rope of various kinds and sizes; Steel and Malleable Castings; Brakes and Brake Controls; Cranes, Hoists, Valves and Fittings.
- American Optical Co., Southbridge, Mass.**
Head and Eye Protection Devices, Respirators, Safety Clothing.
- American Safety Signal Corp., Elkhart, Ind.**
Portable Traffic Control for School Crossing.
- Ampco Metal, Inc., Milwaukee, Wis.**
Safety Tools Fabricated from Ampco Metal, Ampco Beryllium-Copper and Monel.
- Ansol Chemical Co., Marinette, Wis.**
Dry Chemical Fire Extinguishers.
- Arcadia Mfg. Co., Birmingham, Mich.**
Plastic Coated Gloves and Aprons for Industry.
- Auto-Drive Safety, Inc., New York, N. Y.**
Auto Drive—The Safety Book.
- Bashlin, W. M., Co., Grove City, Pa.**
Lineman's Safety Equipment.
- Bausch & Lomb Optical Co., Rochester, N. Y.**
Safety Glasses and Safety Eyewear for every occupational requirement.
- Bradley Washfountain Co., Milwaukee, Wis.**
Group Washroom Equipment.
- Breck, John H., Inc., Springfield, Mass.**
Industrial Skin Preparations.
- Browne, Stewart R., Mfg. Co., New York, N. Y.**
Flashlights and Extension Lights.
- Buhrke, R. H., Co., Chicago, Ill.**
Safety Equipment and Allied Products for Construction and Maintenance Work.
- Bullard, E. D., Co., San Francisco, Calif.**
Mining and Industrial Safety Equipment.
- Chance, A. B., Co., Centralia, Mo.**
Line Construction and Five Line Maintenance Equipment.
- Chicago Eye Shield Co., Chicago, Ill.**
Head and Eye Protective Equipment.

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 Herc-Alloy Sling Chains.
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Cunningham, M. E., Co., Pittsburgh, Pa.
 Safety Marking Tools.
Davis Emergency Equipment Co., Inc., Newark, N. J.
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Diversey Corp., Chicago, Ill.
 Specialized Chemicals for Safety Maintenance and Sanitation for Industry.
Dobbins Mfg. Co., Elkhart, Ind.
 Portable Drinking Fountains and Accessories.
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 Head and Eye Protection.
Dunn Products, Chicago, Ill.
 Protective Clothing for Industrial Workers Made from Asbestos, Leather, Rubber, Neoprene and Fire Proofed Duck.
Duo-Safety Ladder Corp., Oshkosh, Wis.
 Safety Ladders, Fire Ladders, Ladder Shoes.
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 Synthetic Coated, Natural Rubber Coated and Plastic Coated Work Gloves.
Elliott Service Co., Inc., Mt. Vernon, N. Y.
 Industrial Accident Prevention Displays, Bulletin Board Service, Foremanship Development.
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 Life Saving Apparatus.
Enterprise Sales Corp., Burbank, Calif.
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Finnell Systems, Inc., Elkhart, Ind.
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Graubard's, Inc., Newark, N. J.
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 Gro-Cord, Raw-Cord and Neo-Cord Soles, Heels and Taps.
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Hild Floor Machine Co., Chicago, Ill.
 Electrically Operated Floor Scrubbing and Polishing Machines; Portable Industrial Vacuum Machines.
Lillyard Sales Cos., St. Joseph, Mo.
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Safety Wearing Apparel.
- Huntington Laboratories, Inc., Huntington, Ind.
Maintenance and Sanitation Products.
- Hy-Test Div., International Shoe Co., St. Louis, Mo.
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- Industrial Gloves Co., Danville, Ill.
Protective Clothing—Gloves, Mittens, Handguards, Leggings, Flameproofed Suits.
- Insto-Gas Corp., Detroit, Mich.
Blow Torches and Plumbers Fire Pots.
- Interstate Drop Forge Co., Milwaukee, Wis.
Wedglok Safety Connecting Links, Helwig Bolt and Wire Cutters.
- Intoximeter Assn., Niagara Falls, N. Y.
Testing Equipment for Alcoholic Influence.
- Iron Age Div., H. Childs & Co., Inc., Pittsburgh, Pa.
Complete Line of Industrial Leather and Rubber Safety Shoes.
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Surgical Dressings.
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Interlocking Automatic Barrier Gate and Swinging Die Closure Guards for Protection of Power Press Operators.
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Safety Gasoline Cans, Oily Waste Cans, Hand Fire Extinguishers, Safety Electric Lanterns and Railroad Lanterns.
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Industrial Hospital Supplies and Equipment.
- Keystone View Co., Meadville, Pa.
Original Binocular Visual Screening Tests for Industry.
- Kimball Safety Products Co., Cleveland, Ohio.
Goggles, Clothing and Other Personal Protection Items.
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National Safety Council, Chicago, Ill.

National Society for Crippled Children & Adults, Chicago, Ill.

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Porto Clinic Instruments, Inc., New York, N. Y.
Portable All-Purpose Psycho-Physical Testing Unit for Drivers.

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- Safety Engineering, New York, N. Y.
Alfred M. Best Co., Inc., Publishers of Safety Engineering and Best's Annual Safety Directory.
- Safety First Shoe Co., Holliston, Mass.
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- Wyandotte Chemical Corp., Wyandotte, Mich.
Absorbents.

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