

representative said, like there is a solution to this problem in the near future.

Crane said that his committee submitted the proposed ordinance to the city's building commissioner in April, but that it has not yet come before the City Council for consideration. "In making the proposal," he said, "we asked for a six- or nine-month period of grace to allow for conversion to the new equipment — since it will take time to get delivery of approved equipment, and to terminate projects where old equipment is already in use." Crane also said that although there have been no fatalities on temporary hoists in Chicago for nearly 20 years. Asked about the relative cost of hoists that would meet the proposed ordinance, he said he thought the "15 to 20 per cent" more than for material hoists suggested by a supplier of hoisting equipment was very conservative, and that the percentage increase would be "considerably" more than that.

The unions

In addition to the concern of the Operating Engineers, who run all temporary hoists in Chicago, some construction trade unions recognized the hazards inherent in existing material hoists by urging their members not to ride the material hoists, with varying degrees of success.

The city building commission

Chicago's building commission authorities recognize that men actually ride the material hoists built under permits stipulating men shall not do so. They say that to police the ordinance prohibiting men from using material hoists would require more staff than they have, and that even if they could, such enforcement would virtually halt high-rise construction. Prior to 1962 the city ordinances made no provision for such a thing as a temporary man-carrying hoist or elevator. In July, 1962, an existing Municipal Code was amended to state "An elevator being installed for permanent use, or a temporary use elevator, may be used before completion, during construction of the building for carrying workmen or other authorized

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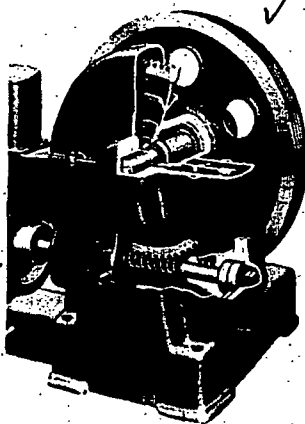
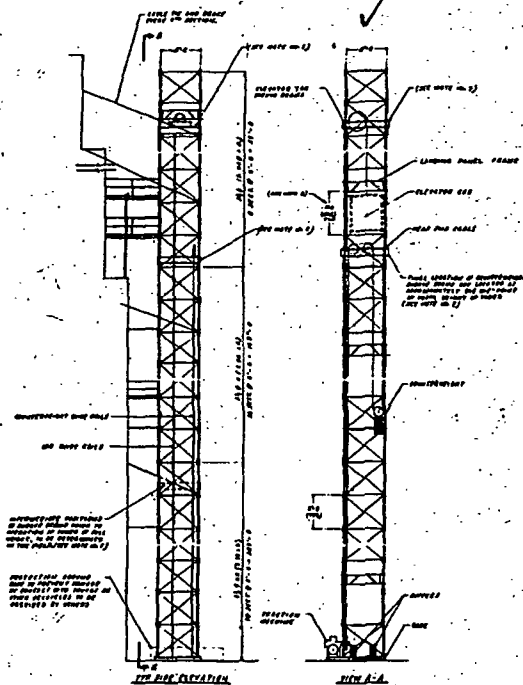


Diagram above shows one of the new "pusher" personnel/material hoists. It is essentially an outside elevator, with few exceptions to the fact that it is temporary. Hoist and tower are designed to the specifications of ASA 10.4. Cutaway at left shows worm-gear drive for the cable drum of the hoist above. Virtue of the worm gear is that a power failure does not result in dropping the car. (Courtesy Patent Scuffolding Co.)

Seven corporation presidents and board chairmen named

New NSC Trustees

SEVEN EXECUTIVES of major industrial companies have been elected trustees of the National Safety Council.

They are: John T. Connor, president of Merck & Co., Inc.; Kempton Dunn, chairman of American Brake Shoe Co.; Joseph A. Martino, president of National Lead Co.; Birny Mason Jr., president of Union Carbide Corp.; Carl E. Reistle Jr., chairman of Humble Oil and Refining Co.; Robert S. Stevenson, president of Allis-Chalmers Manufacturing Co.; and Lynn A. Townsend, president of Chrysler Corp.

Made up of 45 of the top business executives of the nation, the NSC trustees concern themselves with the major problem in accident prevention today — nonoccupational accidents.

Created in 1940, the Board of Trustees is officially charged in the NSC constitution with raising funds and controlling their disbursement to prevent accidents on the highways, in the home, on the farm, in schools and colleges, and in public recreation places. In these areas occur 86 per cent of the nation's accidental deaths.

The Council's industrial safety programs are largely self-supporting, financed through memberships. Financing of nonoccupational safety programs is through the Trustees Fund, which accepts tax-deductible contributions.

Since the start of their effort, the Trustees of the Council have raised almost \$10 million.

NSC President Howard Pyle is chairman of the Trustees. William White, chairman of The Delaware & Hudson Railroad Corp., is vice-chairman.



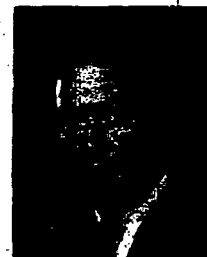
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