

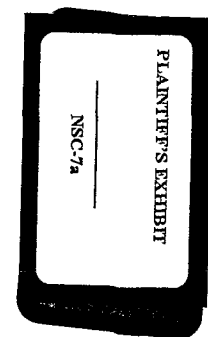
TRANSACTIONS

SILVER *Jubilee* SAFETY CONGRESS

CHICAGO
OCTOBER 10-14
1938



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NATIONAL SAFETY COUNCIL, INC.

Foreword



THE Transactions of the Silver Jubilee Congress and Exposition of the National Safety Council, October 10-14, 1938, are published in two volumes. Volume I contains the general and subject sessions and the sessions of the various Industrial Sections. Volume II contains the Street and Highway Traffic, the Commercial Vehicle, the Transit, the Child Education, and the Home Safety sessions.

Volume I is distributed automatically to all industrial members of the Council. Volume II is sent to members who are believed to be interested chiefly in the sessions it contains. However, other Council members may obtain Volume II upon request.

Many members have found it of benefit to distribute copies of the Transactions volumes to both executives, foremen and supervisors, who have used the practical information they contain in safety programs and for general reference purposes. Extra copies of the Transactions may be obtained as follows: One to 10 copies of Vol. I, at \$2 each; 11 or more copies, \$1.75 each. Extra copies of Vol. II cost 75 cents each.

THE Transactions are a condensed record of the proceedings of the Silver Jubilee Congress. The papers and addresses have been edited to delete extraneous matter, abbreviate the less important portions, and emphasize what may be of particular usefulness and value in promoting effective safety organization and other accident prevention measures. These volumes, therefore, are a somewhat abridged version, compact, practical and of particular value to the student and executive interested in achieving more thorough accident prevention success. The original manuscripts are available for additional reference, if desired, in the files of the National Safety Council.

THE National Safety Council, at its Congresses, seeks to eliminate from discussion matters which are not pertinent to the aims of the Congress or which may be contrary to the Council's policies. It cannot accept responsibility, however, for all views expressed either in the papers which have been delivered or in the discussions based upon these papers.

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Council Purposes and Policies

The conservation of human life is the basic purpose of the National Safety Council.

The Council works toward this end through a continuous campaign of accident prevention that is nation-wide in scope, applies to all types of hazardous activity, and directly or indirectly reaches the entire population.

Recognizing that improvement of health conditions and the prevention of vocational diseases in industry are closely allied with accident prevention, the Council is also active in these fields.

The National Safety Council is a non-profit, non-sectarian, non-political organization.

It has approximately 5,000 members, representing every state in the Union and many of the Canadian provinces. There are about 400 foreign members. Included in the membership are industrial corporations, firms, individuals, federal, state, and municipal officials, insurance companies, trade associations, schools, chambers of commerce, clubs and civic organizations. About 70 per cent are industrial concerns, including the large steel companies, the oil companies, most of the railroads in the United States, the automotive industry, and others of outstanding importance.

Origin and Growth

The history of the Council begins with the first cooperative Safety Congress held under the auspices of the Association of Iron and Steel Electrical Engineers in Milwaukee in 1912. At this conference important basic committees were appointed and the National Safety Council was organized in New York in 1913 with a small handful of members. During the first year the membership increased to 971.

These safety pioneers based their program on the assumption that accidents are unnecessary and avoidable. They began to develop the principles and the materials to make accident prevention possible.

The continuous growth of the Council and expansion of its activities attest the soundness of these principles. Every field in which a coordinated program has been applied offers striking examples of the possibilities of accident reduction.

Results of Organized Safety

Since the National Safety Council was organized in 1913, the national accident death rate in all fields except motor vehicle has been reduced 30 per cent. Because the traffic field does not offer the possibilities of control that are found in the industrial field, the motor vehicle accident problem continues to be a serious one. Nevertheless, through state, municipal and private group organizations for greater traffic safety, some advances have been made in the more recent years. Although motor vehicle deaths reached the all-time high of 39,500 in 1937, the first nine months of 1938 showed the amazing drop of 21 per cent, or more than 5,500 traffic lives saved as compared with the previous year's losses during the same period.

Better-than-average results in motor vehicle safety have been achieved among school children, in commercial vehicle fleets, in states with properly administered drivers' license laws, and in cities with an effective community safety organization. These cases indicate that the national problem can be solved by a careful study and application of the methods which have already produced results.

The results of safety work in the industrial field have often been phenomenal. For example, the steam railroads have reduced the accident rate among employees 74 per cent since 1923. A group of the largest steel industries has cut its accidents 90 per cent since 1913. It is not uncommon for an industrial establishment to complete an injury year without a single disabling injury among its employees.

In the face of such reductions the psy-