



TRANSACTIONS

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National Safety Congress

NATIONAL SAFETY COUNCIL, Inc.

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All industrial members of the Council automatically receive Volume I. Volume II is sent to members believed to be interested chiefly in the sessions it covers. Other Council members, however, may obtain it upon request.

Many members have found it worth while to distribute copies of the Transactions to supervisors, foremen, and others in an administrative or supervisory position who may make practical use of them for reference purposes. The following quantity prices are quoted on extra copies: 1 to 10 copies of the large volume (Volume I), \$2 each; 11 copies or more, \$1.75 each; copies of the smaller volume (Volume II), 75 cents each.

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The National Safety Council at its Congresses seeks to eliminate from discussion matters which are not pertinent to the aim of the Congress or which are contrary to Council policies. It cannot accept responsibility for the views expressed either in the papers presented or in the discussions based upon the 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, public officials, schools, chambers of commerce, clubs and civic organizations. About 70 per cent are industrial concerns, including the large steel companies, 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. As an aftermath of this Congress the National Safety Council was organized in New York in 1913 with 14 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 of-

fers 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. While there was a slight decline in fatalities in 1932—the first decrease that had occurred since the advent of the automobile—increases have occurred in succeeding years, with an all time high in 1936.

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 National Safety Council was started as an industrial safety organization. The results of safety work in this 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 entire year without a single disabling injury among its employees.

In the face of such reductions the psychology of accidents is changing. Accidents are becoming out of date both from the viewpoint of the employer and the employee. They are being recognized as a reflection on the efficiency of the plant.

Looking Ahead

The universal character of the safety problem makes it natural that the idea which

has been fostered in the United States should reach into other countries of the world. Organizations similar in purpose and activity to the National Safety Council have been formed in many countries. Council posters have been widely copied for foreign use, and several National Safety Council

publications have been translated into other tongues.

The National Safety Council is still young, but it has made amazing progress during its short lifetime. These achievements offer inspiration and incentive for continuing its humanitarian efforts.

* * *

Objectives

The purposes and policies of the National Safety Council are not always understood by those who are not in close touch with the Council's work. As a concise presentation of the Council's objectives, the following has been approved by the Executive Committee as an official statement of policy:

"The National Safety Council's objective is the elimination of accidents to men, women and children, as being deplorable, unnecessary and wasteful. It seeks memberships, cooperation and contacts to insure that its services may provide for instrumentalities and finances to accomplish this objective.

"Through education it seeks to demonstrate that the safe way is the right way and the best way, from the standpoint not only of human satisfaction but of social effi-

ciency and economy. It seeks those ways and means for safety that satisfactorily fit into the practical affairs of life.

"Its financial policy is to return in service all moneys received, so operating without profit, and to undertake only those activities which can be assured of reasonable permanence. Much of its administrative personnel consists of volunteer workers.

"The National Safety Council holds itself open to give fullest and most cordial cooperation to all individuals, industries, organizations, communities, states and nations that are in accord with the principles and objectives of the organization, and the National Safety Council likewise asks and seeks cooperation from all these in carrying out its purposes."

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