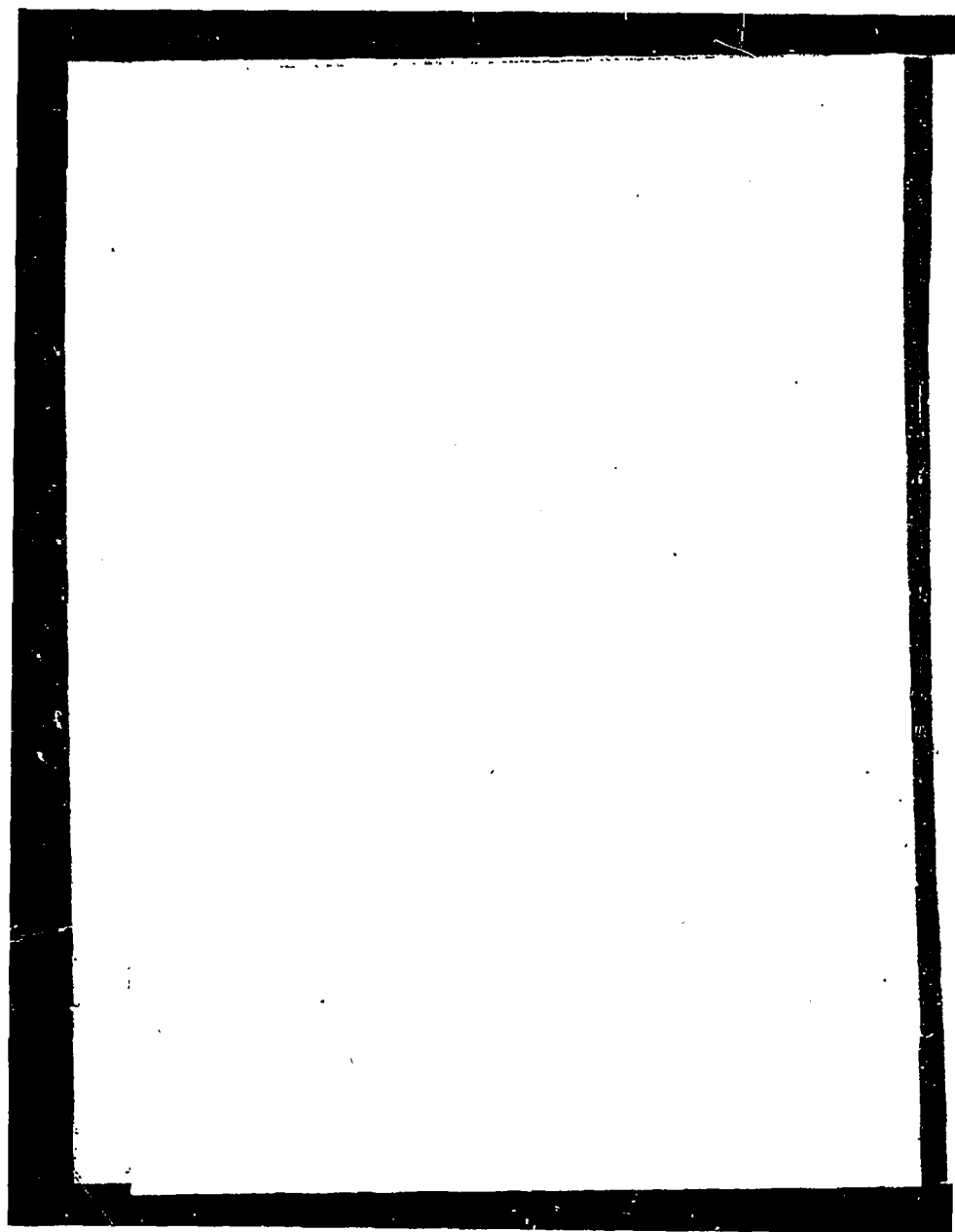


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Time for Lunch!

In-plant feeding is one of the most effective ways of conserving manpower for war production

TODAY we know enough about the importance of nutrition to be able to say that the number of planes, guns, tanks that come out of the nation's plants is determined largely by what the nation's workers put into their stomachs.

This statement by Dr. Victor Heiser, health consultant of the National Association of Manufacturers, typifies the attitude of American industry toward its workers. So, in order to produce the goods of war in sufficient quantity and on time, industrial management is making certain that its workers are well fed.

In-plant feeding, tailored to fit the needs of the individual plant, has provided the answer. More and more industries have stepped up production, reduced absenteeism and cut down accidents through attention to this basic human need. In general, all such programs embrace three essential points:

1. A basic food service
2. A supplementary food service.
3. An educational program

The basic food service may be anything from the worker's own lunch box to the huge industrial cafeterias which feed thousands of employees at each meal. In the plant which has concentrated large groups of workers in a relatively small area, a restaurant or

cafeteria is usually the best answer. Whether it is operated by management or by an outside concessionaire is a matter of individual company policy.

For the large plant spread over an extensive area, the food must be brought to the worker. Lunch stands placed at strategic points and the newer mobile cafeteria units have done much to solve this problem. The Boeing Airplane Company's plant at Wichita, Kan., where the super-fortresses are built, is a pioneer in the use of "rolling cafeterias." Equipped with elec-

trical heating and refrigerating units the mobile cafeterias carry hot and cold foods direct to workers on the factory floor, where complete meals are sold on a cost basis for an average price of 40 cents, including dessert and drink.

Boeing's Wichita plant uses 22 of these mobile units. Each is constructed of spotless, stainless steel and delivers food piping hot or cold in an appetizing manner. The units are packed at the main kitchen and are dispatched in trains, hauled by a factory tow-truck to distant parts of the factory. By this method workers are able to eat appetizing, nutritious meals near their working places during the allotted lunch period.

At the Caterpillar Tractor Company in Peoria, Ill., an elaborate, modern central kitchen serves seven company restaurants. Food prepared here is transported by heated conveyor trucks. Each cafeteria is equipped with coffee urns, refrigerators, hot food tables and dishwashing machines. Meals include choice of two meats, potatoes, vegetables, bread and butter, dessert, beverage and cost an average of 30 cents.

Selection of the proper food for good health is an important consideration in in-plant feeding. Setvel, Inc., Evansville, Ind., has found a simple method to encourage workers to eat the basic foods. A low cost nutritious "victory lunch" is featured daily. Workers are encouraged by posters

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Dishwashing machines have raised hygienic standards in the kitchen. (Caterpillar Tractor)

Accidental Deaths in 1944

Preliminary Figures Show 5% Decrease

THE NATIONAL ACCIDENT FATALITY TOLL

	1944	1943	Change
ALL ACCIDENTS	94,000	99,038	-5%
Main Vehicle	23,800	23,826	0
Public Non-Motor Vehicle—Civilian	15,500	17,000	-9%
Home—Civilian	20,500	22,500	-9%
Occupational—Civilian	17,500	18,000	-3%
Military Personnel	11,500	12,500	-8%

The motor vehicle totals include some deaths also included in occupational military personnel and home. This duplication amounted to about 4,800 deaths last year. The 1943 all-accident and motor vehicle totals are U. S. Census Bureau figures. All others are National Safety Council estimates.

THE death toll from occupational accidents in 1944 was approximately 17,500, a 3 per cent decrease from the 1943 total of 18,000. This reduction was accompanied by a decrease of 3 per cent in non-agricultural employment. Hours worked per week increased slightly.

Injuries, also, went down about 3 per cent, totaling approximately 1,800,000. Permanent disabilities included in the non-fatal total, numbered about 70,000.

Wage loss, medical expense, and the overhead costs of insurance amounted to about \$1,050,000,000. The so-called "indirect" costs totaled approximately \$1,250,000,000, including such items as time lost by workers, other than the injured, interference with production schedules, property damage, and partial disability due to accidents which did not result in lost time. Total costs are thus placed at \$2,300,000,000.

The 1944 accident experience of different industries will not be available for several months, but a preliminary

indication of the general trend of accident rates can be obtained from accident prevention contest reports. In seven sectional contests conducted by the National Safety Council, the average 1944 frequency rate (lost time injuries per million man hours) was 9.47, a 4 per cent decrease from 1943. In community safety council contests, the 1944 rate was 10.05, a 17 per cent drop from the previous year.

The severity rate (days lost per thousand man-hours) in the community council contests was 0.71, the same as in 1943.

In addition to the occupational accidents, the nation's productive capacity was lowered by off-the-job accidents in workers. The 1944 death total from these accidents was 23,500, and the injury total approximately 2,100,000. The worker accident total, on and off

the job, thus were 41,000 killed and 3,000,000 injured.

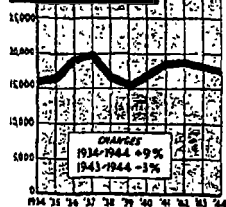
The 1944 time loss involved in all worker accidents amounted to approximately 365,000,000 man-days, or 13,000,000 less than for 1943 accidents.

Two major disasters occurred during the year. A mine fire resulted in 66 deaths, and the explosion of a gas storage tank killed 77 workers.

Deaths reported to industrial commissions in 29 states during 1944 totaled 9,196, or 3 per cent less than in 1943. Decreases were recorded in 19 states, increases in 9. One state had about the same number of deaths both years. The state totals follow:

	1944	1943	Change
Total 29 states	9,196	9,522	-3%
Alabama	123	123	-30%
Arizona	66	72	-10%
California	981	993	-1%
Connecticut	60	71	-15%
Florida	48	209	-20%
Georgia	83	113	-27%
Idaho	61	69	-12%
Illinois	435	495	-9%
Kansas	98	104	-6%
Kentucky	144	160	-10%
Maine (10 mo.)	37	36	+3%
Maryland (11 mo.)	146	145	-20%
Massachusetts	421	410	+3%
Michigan	311	276	+13%
Minnesota (11 mo.)	88	87	+1%
Missouri	67	55	+26%
New York	1,336	1,334	0
North Carolina	101	124	-19%
Ohio	1,151	1,104	+4%
Oregon (10 mo.)	170	120	-15%
Pennsylvania	1,315	1,425	-8%
South Carolina	76	71	+7%
Tennessee	147	170	-14%
Texas	363	439	-21%
Vermont	11	14	-21%
Virginia	209	240	-20%
Washington	202	315	-35%
West Virginia	474	439	+8%
Wisconsin	130	147	-12%

WORK ACCIDENT DEATHS



Railroad Accidents

Deaths of railroad employees on duty, excluding those occurring more than 24 hours after the injury, numbered 879 in the first eleven months of 1944, a decrease of 3 per cent from 1943. Injuries with more than three days' disability numbered 42,609, a 3 per cent increase. Man hours lost about 5 per cent.

Coal Mine Accidents

Deaths in coal mine accidents in 1944 totaled 1,239, a decrease of 13 per cent from the comparable preliminary total for 1943. Falls of rock or coal were listed for 50 per cent of the deaths, haulage accidents for 20 per cent, while all other types of accidents included 30 per cent of the deaths.

Fire Loss

The 1944 total of property destroyed by fire was about \$424,000,000 according to the National Board of Fire Underwriters. This was approximately 12 per cent more than the comparable 1943 total. In 1943, about half of the loss was from fires in industrial and business establishments

Statistical Dept.

ALL ACCIDENTAL DEATHS

