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INDUSTRIAL SAFETY SECTION

YOU HAVE TO HAVE A PLAN

By J. R. STONE
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It would not be wise for me to give you the impression that there is such a thing as a universal tailor-made plan for ridding the country of the accident menace. In order to reduce accidents plans must be made on a local basis and then implemented; I can not offer you a package program.

For some reasons, program transplants invariably fail to survive in safety work. Plans proven effective in one plant can rarely be used unchanged in another plant with equal success. The reasons for this are quite obvious once it is recognized that planning, to give results, must be centered around local problems, resident personnel and the depth of penetration of the safety movement in the particular plant. These factors all vary from plant to plant and must be evaluated in each case before a starting point can be established.

However, there are some points of philosophy regarding the safety problem in general that can be followed in all safety program planning. This philosophy is basic and can be applied in any safety problem regardless of who or what is involved. The consideration of this basic safety philosophy and its planned application at a local level gives us what we are looking for. So, instead of dealing with the plans themselves, suppose we discuss only the nucleus around which all effective accident prevention plans are made.

The term "basic" must not be misconstrued to mean second rate. Look at it this way: To be basic is to be essential. In our own personalities basics are the framework upon which our individual characters are built. Think of the influence on our characters of our faith, our trust and our love; or, how we value generosity, kindness, honesty and respect. These are basics. Nuclear physicists are dealing with the more basic when they explore the structure of the atom. Chemists have discovered new chemical elements in their research and have had to change their entire concept of basic chemicals. Anything that is basic is important in that it is viewed in its simplest and most understandable form without any confusing influences. So, we are going to investigate some of the basic factors around which safety planning is done.

The objective of our planning will be to come up with a program to reduce accidents.

What is an accident? The best definition of an accident I have ever heard is that it is where a person gets hurt and didn't intend to be. Actually the injury is the result of the accident and not the accident itself. It is possible to have accidents without injuries, but these do not cause so much trouble. The injury with its emotional factors of pain and suffering always has been and always will be in the spotlight and the headlines. So, in the accidents I will discuss, it will be assumed that someone was injured.

This being the case, it is a good idea for us to find out how people get hurt in accidents.

How People Get Hurt

Falls	7.35%
Struck by an object	41.00
Striking against an object	15.00
Caught in, or between objects	23.00
Exposure to temperature extremes and radiation	1.70
Strain or overexertion	10.00
Exposure to electricity	.50
Inhalation, absorption, ingestion	.30
Exposure to chemicals	1.00
Explosion	.05

These percentages were taken from a study of 1738 accidents at Oldsmobile, and show that there are only ten ways for a person to get hurt in an accident. The fact that we actually analyzed 1738 injuries and found there to be only ten ways for all these people to get hurt makes the job of accident prevention look a little easier. This is a valuable find as it reduces injuries to a basic concept.

This chart throws cold water on the injury as a starting point in a safety project and