

A different appeal is needed for young men and boys. Old age and its attendant problems are a dim and distant picture to them. If they have given any thought at all to marriage and family life, it appeals to them only as a glorious adventure, but they do think of sports. When we remind them that an accident might slow them up on the baseball diamond or the football field or might cramp their style on the dance floor, we talk their language and get their attention. We draw upon all our store of patience, all accumulated knowledge of human nature gained through years of experience, to get our safety message across.

Station and Warehouse Accidents and Their Causes

By J. ROMANOFF

Supervisor of Freight Operation, Erie Railroad, Cleveland, O.

The speaker said in part: A freight station, freight house, or transfer is only as safe as the agent wants it to be.

Investigation of accidents generally reveals that the real causes are carelessness, thoughtlessness, failure to comply with safety rules, lack of experience, and indifference to unsafe practices on the part of supervision.

This latter cause is, as a rule, directly or indirectly responsible for the following unsafe conditions or practices around freight stations: the gang plank that is not secured; the supposedly empty carbox; poor housekeeping; the container or material temporarily placed on platform or aisle; lack of sufficient help on heavy shipments and truckloads; improperly balanced truckloads; improper stowing, piling or loading; the heavy shipment loaded on two-wheel truck when dolly should be used; the slippery platform that has not been salted or sanded; defective equipment; the handling of sheet steel, threaded valves or other freight with sharp corners or edges without gloves; the trucker who is careless in his trucking in and out of cars.

The responsibility for the prevention of accidents rests with the agent, and his attitude is reflected in the actions of his supervision. Accidents cannot be eliminated without intelligent direction and the active cooperation of every employee. Cooperation depends entirely on the attitude assumed by the supervision and their ability to point out to employees in a diplomatic and impressive way what the results from unsafe conditions and practices are.

Here are a few safety suggestions supervision might well follow:

1. Be safety minded, wholeheartedly and enthusiastically.
2. Conduct safety campaigns with the same thought and intelligence that they conduct their station operation.
3. Eliminate all hazardous conditions and practices.
4. Secure the confidence and respect of all employees in order to get the necessary cooperation.
5. Consider the character of the person they are talking to and in selling safety make it personal. Be interested in the employee and his family. Make him realize that safety is of vital importance to him, to his employer, but also to those dependent upon him.
6. A new employee should be properly instructed on how to do his job safely and efficiently, and during the period of his apprenticeship should receive special attention from his immediate supervisor, who should see that he is coupled during his training period with a safety-minded employee.
7. Supervision should prevail upon employees to report any and all unsafe conditions and practices regardless of how minor they think they may be.
8. An injured employee should not be permitted to return to work until authorized to do so by the doctor. The employee returning to work before he is able to perform his duties properly is only a hazard to himself and to his fellow employees.
9. A supervisor should make intelligent use of safety pamphlets, bulletins, circulars, slogans, and rules.
10. Supervision cannot sit back and be satisfied with past activities on safety. The job will not be finished until all accidents are eliminated and all circumstances making accidents possible are wiped out.

Report of Committee on Non-Train Accidents

By C. F. LARSON

Superintendent of Safety, Missouri Pacific Lines, St. Louis, Mo.

The speaker said in part: Your attention is again directed to the fact that non-train accidents exceed both train accidents and train service accidents combined. According to the records of the Interstate Commerce Commission, 118 persons were killed in non-train accidents in 1932, representing 22 per cent of the total killed; and 9,417 were injured in non-train accidents the same year, representing 58 per cent of the total injured.

It would seem that the main effort against non-train accidents should be carried on in the maintenance of way and maintenance of equipment departments, since they produced 77 per cent of all railway employee accidents outside of train and train service classification. This 77 per cent is divided between the two departments as follows: 36 per cent maintenance of way, with 3,436 casualties, a casualty rate therefore of 7.78; 41 per cent in maintenance of equipment and stores, with 3,940 casualties, a casualty rate of 6.94.

In planning a campaign on non-train accidents it is the thought of this committee that particular attention should be directed to the four principal classes of accidents in the departments affected. These classes are as follows:

- Falls of persons, 25 killed and 1,654 injured, a casualty rate of 17.6.
- Handling tools and materials, 5 killed and 2,949 injured, a casualty rate of 31.0.
- Falls of objects, 7 killed and 968 injured, a casualty rate of 10.2.
- Hand and Motor Cars (care and operation non-train only), 25 killed and 730 injured, a casualty rate of 7.9.

All other classes of accidents, 56 killed and 3,116 injured, a casualty rate of 33.3. Your committee again calls attention to the fact that eye injuries are not set out in the Interstate Commerce Commission's statistics, but are undoubtedly included among other causes and should not be under-rated. Injuries to the eyes are among the most serious casualties that industry must grapple with and, therefore, rules governing the use of goggles in all hazardous occupations must be enforced. Frequent check-up with track forces should be made by roadmasters to know that section and extra gangs are supplied with the requisite number of goggles. Mechanical department supervisors should be held to a strict accountability for observance of the goggle rule.

In conclusion, your committee would suggest the following "Ten Point Program for Safety Work," to be a part of the daily thought and activity of every supervisor and safety leader:

1. Set a safe example, and otherwise show by word and deed an interest and belief in accident prevention, and a will to get results in this feature of the work.
2. Act promptly on every correctible and removable unsafe condition observed by or reported to you.
3. Let no unsafe act or practice go unchallenged, but seize the opportunity to prevent the inevitable result.
4. Make it a part of the daily game to find and counsel or correct the untrained, thoughtless, indifferent, careless or reckless ones—outlining safe methods of work and giving specific warnings of hazards and methods of meeting them to both old and new men.
5. Search out the cause or causes and responsibility for every personal injury, and after finding the defect in man, method, material or condition, use the information towards preventing another similar accident.
6. Plan and oversee every unusual job and the more hazardous kinds of regular work.
7. Foster the widest possible spread of interest in accident prevention.
8. Keep the safety bureau informed of safety ideas and measures adopted by you which might be extended over a larger territory.
9. Raise the standard of physical and mental well being wherever practicable, as one of the greatest factors in safety efficiency.
10. Check up constantly your own safety work and that of your associates.