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Current Topics in

HOME SAFETY

As presented in the
Home Safety Sessions of the
1949 National Safety Congress

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Volume 13
Transactions
1949 National Safety Congress

NATIONAL SAFETY COUNCIL
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What's New...

In safety, as in all other human activities, the question is repeatedly asked, "What's new?"

Many answers to that question are given every year by those who participate in the various sessions of the National Safety Congress. Many new methods, devices, and ideas which later became generally accepted first were presented at a Congress session.

Because of this fact, safety leaders throughout the nation have always found the Transactions of the Congress a valuable tool in their accident prevention programs. Publication of the Transactions in small volumes—one for each Section or Division—permits wide distribution of pertinent portions of the Congress material to key individuals at small cost.

The 33 volumes of the 1949 Congress Transactions are listed on the last page. Distribution of these volumes to key personnel is suggested as a valuable aid in the safety program.

In preparing these Transactions the proceedings of the Congress have been condensed and edited for reference purposes. Complete original manuscripts, with any charts or illustrations which were used, are available in National Safety Council files. Views expressed at the Congress or in this record are those of the Congress participants, and not necessarily those of the National Safety Council.

THE HOME SAFETY CONFERENCE

This volume is a record of the sessions held at the 1949 National Safety Congress by the Home Safety Conference. The conduct of these Congress sessions each year is only one of the many cooperative activities which the Conference carries on for the benefit of accident prevention work in the home. The activities of the Conference are under the direction of the officers of the Conference listed at the close of this volume.

Home Safety for the Whole Community

(Summary of a Panel Discussion)

Participants:

MRS. E. G. STEVENSON, Director, Women's Activities, Greater Minneapolis Safety Council, Minneapolis, Minn.

MRS. BERT S. JOHNSTON, Chairman, Women's Division, Greater Minneapolis Safety Council.

MRS. HERMAN ANDERSON, Women's Division, Greater Minneapolis Safety Council.

MRS. LEVI M. HALL, Women's Division, Greater Minneapolis Safety Council.

BESS J. KNOX, Vice Chairman, Women's Division, Greater Minneapolis Safety Council.

MRS. CATHERINE MCSHANE RYAN, Women's Division, Greater Minneapolis Safety Council.

MRS. WILLIAM WELLS, Women's Division, Greater Minneapolis Safety Council.

This session was a simulated meetings of the Women's Division of the Greater Minneapolis Safety Council for the purpose of hearing reports of activities and projects already under way and of considering new projects. It was an attempt to show a safety council committee in action.

Among the activities that were reported on were the following:

The Women's Division at the request of the Traffic Section of the Safety Council sent volunteer workers into loop department stores to interview customers with a questionnaire asking the form of transportation taken to the store (auto, streetcar, bus, on foot). This survey was used for showing to loop merchants who were opposed to "No Parking" in the loop area, in order to find some alleviation for loop congestion at peak traffic hours.

The Women's Division carried a Courtesy Driver Notification program as a spring project and mailed form letters of commendation for courtesy to motorists.

The Women's Seventh Annual Safety Institute was attended by representatives of 132 organizations. At the morning session of the institute talks were presented on home, school, traffic, air, radio, and dry cleaning. Exhibits from the public library

displayed no-slip floor covering, safe toys, a Park Board, a Red Cross, and a N. W. Airlines exhibit. A portion of the morning's program—a children's safety play—was televised.

The home safety committee prepared copy for a home safety questionnaire for 125,000 stuffers in a public utility monthly billing. L. S. Donaldson Co., a large department store, displayed a "Model Safe Home" for which the home safety committee prepared placards pointing out the safety features and trained and supervised 50 volunteer hostesses to conduct tours of the home. More than 1,450 guests viewed the project. The National Safety Council film, "Home, Safe Home" was viewed by members of Minneapolis organizations at 156 showings. The committee found the *Program Package for Home Safety* and the *Child Safety Program Package* of great help.

There has been discussion in Minneapolis of adding safety as a subject in the curriculum of the public schools, but it was decided to integrate safety with other subject matter. Two auditorium programs a year in the schools are devoted entirely to safety. An institute is conducted at the high school level. The editors of the school papers are brought downtown to help prepare their own program on safety in the schools. This is done concurrently with the driver license education program. There are three high schools which have training cars for use with their driver training programs. The problem is to reach the child early enough—perhaps at the junior high level.

The Fifth District Federated Clubs are participating in projects of the Women's Division by arranging to conduct one month of Operation Safety, through telephone publicity on the Safety Institute by the president and volunteers, and through announcements at club meetings.

Regular stress of safety angles in woman's page columns—Child Chatter, Household Hints and Mary Hart's cooking and canning series—publicizes home safety. Other press and radio publicity included picture publicity on the Safety Institute.

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spot announcements on the radio on all safety activities, television of the school safety program and of the fire program.

New projects brought before the committee for action at the panel session included the following:

The chairman was instructed to appoint a committee of three to meet with the sheriff to discuss the establishing of speedboat first aid and rescue service on Lake Minnetonka.

A committee is to be appointed to pursue

promotion of driver training in the city's junior and senior high schools.

Based on the National Safety Council's "Safe Toys for Christmas Campaign Kit," which was heartily approved, the division has set in motion a safe Christmas campaign project. Department heads for toy sections of all stores were invited to meet with the Women's Division on November 7th to discuss the project. Two television shows have been arranged for during the campaign and the newspapers have indicated they will cooperate.

Industry Is for Home Safety

By E. H. BLEWER

Assistant Supt. of Safety, New York Central System, New York City

Before I tell you about our home safety committees, let me give you just a few facts on safety as it applies to the railroad industry. The railroads of this country have been in the safety business since their inception. Their main objective is to carry passengers and freight at the cheapest possible rates. As accidents are costly they are naturally figured into these rates. Through the years there have been a vast number of improvements to the railroad plants such as automatic signals, air brakes, crossing bells, crossing gates, safety appliances on cars, heavier rails—all to that one end, to prevent accidents.

Organized safety began on the American railroads in 1910 and safety departments were recognized as an important part of the operations of the railroads. Most railroads today have safety departments or someone within the organization who is responsible for safety. Aside from accident prevention among our employees, the railroads are concerned with a great variety of problems of which the average person is not fully aware. We must think about the safety of our passengers while they are on our trains or property; we must think about our shippers who depend on us to get their goods to their destination safely. Automobiles and trucks are an ever-present accident potential at rail-highway crossings. Industrial plants which are entered by our train crews present many varied problems. Trespassers on our property come in for

their share of our attention, and of course our employees are our constant concern.

Unlike most industrial plants, the safety problems of the railroad are spread over a large area (for our own system, 11,000 miles). At some points there is a large concentration of men while at other points there may be only one man. In order to have a safe railroad it is necessary to reach even that one man. And here, in case you have been wondering all this time, is where home safety comes in.

We had tried all the usual media through the years to reach every employee but we still felt that there was something lacking. We knew from our experience that the wives and children at home had a lot to do with the attitudes of their menfolks, so we began groping around trying to find the way to put that influence to work. In our monthly safety department publication, *Safety Sidelights*, popularly known as "The Green Sheet" because of its color, we began to print a few home safety items.

At first we got no response at all. Then from the Big Four part of our New York Central System came a letter from one of our freight agents, H. L. McKay. "Why not form family safety committees in the home" was the gist of the letter. We thanked him and told him we might be able to use the suggestion. Then suddenly it struck: This might be just that elusive "something" that we were groping for. But we were treading on dangerous ground.

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A man's home is his sacred domain, and it was very necessary for us to proceed with a great deal of caution in order to promote this suggestion.

In industry we have safety rules and operating rules with which we operate our railroads. These rules are based on the safe operation not only of trains but also of men. The experience of half a century of accident statistics is the foundation of these rules. But we realized that it is an impossibility for you or me to go into a man's home and set up a rule that tells his wife to use a small stepladder when she climbs up to those cupboards. You have to be super salesmen in order to convince this lady of her error without arousing her wrath.

In the March, 1948, issue of the Green Sheet we published the letter from our agent. With this we printed a cut-out box to be filled in by any other interested persons who wished to form a safety committee in his own home. This was to be sent to Mr. D. E. Mumford, superintendent of safety for the New York Central System. We appealed on a *voluntary basis only*. One man responded. Then for a month we did not receive any volunteers, and we had about decided that home safety was not that elusive "something." We looked at our one lonely name, then published that name as the only one who had responded and again we apparently drew a blank. Then the cut-out boxes began to trickle in from different parts of our system. Month by month our list grew. First one hundred, then five hundred, then one thousand, and strangely enough from the same location where No. 1 had originated. Each month the Green Sheet carries the names, occupations and locations of about 150 employees who form home safety committees, but the backlog of names continues to build up and the list of those assuming their safety responsibilities in this manner grows.

At first we were able to write a personal letter each month with some home safety material enclosed to each of our family committees, but as the list grew we have had to reorganize the mechanics of our plan. Mr. Mumford, however, did not wish to give up this personal touch entirely so he still sends to each new member a personal letter, together with a kit of safety material, which includes safety check

lists for the homes, various other public safety materials and a copy of the Green Sheet. Mr. Mumford has signed nearly 4,000 of these letters to date, and he's determined his hand will hold out as long as the list grows. The new member is advised that all future safety material for use at the committee meetings will be contained in the Green Sheet each month. This keeps bookkeeping and mailing at a minimum but still establishes the monthly contact with all of our home committee chairmen, and the results are quite apparent.

These family organizations are asked to use this material in meetings with their family or friends. Our material must of necessity be interesting and practical and covers everything from pots and pans to Junior riding his bicycle.

We use a great deal of literature from the National Safety Council and the Red Cross. Safety morale has greatly improved and everywhere men and women are coming to realize that their first responsibility is to see that accidents are prevented.

Some of these committees which were originally intended just for the family have grown to groups of two or three families. Some are attended by neighbors. One of our yard conductors in Windsor, Ontario, had a meeting in his home attended by 12 other conductors, brakemen, switchmen and now they are all enrolled members of the home safety movement. It has even assumed civic proportions. One man developed in his home safety meeting that burned-out fluorescent light tubes were being improperly disposed of. He passed this information on to the proper city authorities and received a quick response of appreciation.

We are discovering new angles to this movement every day which I believe can be applied to home safety everywhere. We have had letters from different industries asking about this plan and how to start one. There is one railroad which is following our plan verbatim and several which have varied it to suit their own needs. We even have some committee members who are not railroad people and who secure the Green Sheet through our employees.

We have a variety of 16mm. sound motion picture films on various safety subjects which we loan out to our own people and

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to any organization who requests one. Our supervising safety agents attend family groups, church groups, civic organizations and the like, showing those films and giving a short talk on safety. Of course, we do have our railroad work to do and any side activity must be scheduled to fit in with the schedules of our men.

I would like now to go back to the words *voluntary* and *personal* because we believe that these two words are the stepping stones to the success of our program. We started this program on a purely voluntary basis and to date with nearly 4,000 home safety committees operating on our system, we still hold to the voluntary principle. If a man searches out a Green Sheet and sincerely writes his name on the cut-out box without any outside pressure, he is bound to have safety for himself and his family in his heart and will carry out his end of this program. If, however, you run into a general foreman, as I did, who very smilingly handed me nearly 350 names all typed up on several sheets of paper and said everyone in his shop was just so enthusiastic about home safety that they all wanted to join, don't believe it! Hand him back this list and explain to him the necessity of *volunteering* for this movement because the program will not be a success under pressure. We believe we must give each individual

something he can sink his teeth into; something in which he and he alone as an individual can take an active part. We hope that we have found the plan by which a man can sell himself on safety.

And equally important is that *personal* touch. I don't need to point out to any of you how gratifying a personal letter from the boss can be. You've all had that experience. If you can keep your program on a very personal basis it will add a great deal to its success. As I said before, Mr. Mumford still writes a personal letter to each new member, and it is with deep regret that he cannot write to each member every month.

Our home safety movement is growing every month along our system lines and if any of you people live in the towns and cities served by the New York Central System we would be very glad to aid you as much as possible. We are selfish enough to know that if you need us, even more do we need you for your help will go a long way in making our own New York Central family more safety minded.

No matter how we strive for safety in industry, on the highways, in cities or in states, we know that we cannot achieve complete success until the fundamental principles of safety are deeply rooted in each home.

Seasonal Themes and How to Use Them in a Home Safety Program

By ESSIE L. ELLIOTT

Vice-President for Home Safety, Greater Los Angeles Chapter,
National Safety Council

In 1946 "Operation Safety" was launched in Los Angeles. Civic groups were asked to assume leadership for monthly programs. Themes were chosen. Every agency and organization was asked to cooperate. The following statistics show the results over the three years of concentrated effort on traffic safety education.

In metropolitan Los Angeles in
1946 there were 505 traffic deaths
1947 there were 409 traffic deaths
1948 there were 289 traffic deaths

The success of the year round traffic safety program encouraged the safety council to attempt a similar one for home safety. The following objectives were formulated:

To reach all persons in the Greater Los Angeles area with home safety education.

To invite all organized groups to participate in this program.

To think in terms of a continuing program, month by month and year by year.

The procedure for organizing a home safety program was as follows:

The president of the Greater Los Angeles Chapter of the National Safety Council, appointed a Vice-President for Home Safety on January 1st, 1949.

The vice president for Home Safety then invited presidents of one hundred of the leading women's organizations in Los Angeles to a conference:

To discuss the reasons for an all inclusive home safety program.

To secure sponsorship for each month.

To decide upon appropriate themes for each month.

When themes and sponsors had been selected, it was necessary to hold a series of small group committee meetings. Although many clubs already had safety chairmen, not enough help and inspiration had been given them to be as effective as they desired. It was evident the time was right for a united effort on the part of all agencies.

An advisory board of persons with time and willingness to serve was appointed. The personnel of this board consisted of:

Two vice chairmen
Radio and press chairmen
Red Cross safety chairman
City health department chairman
Coordinating council director
P.T.A. home safety chairman
Speakers bureau chairman
Statistics chairman

Publicity Director of Greater Los Angeles Chapter of the National Safety Council

Manager of the Greater Los Angeles Chapter of the National Safety Council

President of the Greater Los Angeles Chapter of the National Safety Council

This advisory board

Plans policy

Prepares kits of material for sponsors
Releases statistics

Collects completed reports of each month's campaign as soon as it is over
Advises sponsoring groups as to the best methods for securing public cooperation and publicity

Prepares the agenda for the monthly meetings.

Progress Report for First Nine Months of the Home Safety Program in Los Angeles

The following themes have been selected for each month

JANUARY	"Accidents to Children in the Home"
FEBRUARY	"Home Equipment"
MARCH	"Playtime Hazards"
APRIL	"Garden Hazards"
MAY	"Cleaning Hazards"
JUNE	"Water Hazards"
JULY	"Hot Weather Hazards"
AUGUST	"Vacation Hazards"
SEPTEMBER	"To School and Home Again"
OCTOBER	"Home Fires"
NOVEMBER	"Home Accidents in Relation to Business and Industrial Accidents"
DECEMBER	"Holiday Hazards"

It was necessary to "sell" home safety to key organizations capable and willing to take the lead for one month. Many assisting organizations were invited to participate. For example:

In November, the Southern California Industrial Safety Societies, the American Society of Safety Engineers, the Executive Secretaries, and the Industrial Nurses will cooperate in telling Greater Los Angeles of the effect of home accidents on business and industrial efficiency.

In December, the Los Angeles Advertising Women will concentrate on holiday hazards, assisted by the Executive Secretaries.

In January, the Childrens Hospital will use all possible media to tell parents how to avoid accidents to children in the home. Many interested groups of parents will be asked to cooperate.

It is advisable, in fact necessary, to have a regular meeting time and place once a month for sponsors. Another for the advisory board or executive committee which ever it may be called. This is working satisfactorily in Los Angeles.

Reports—The accomplishments of the past month, the current month, and plans for the coming month, are presented by the sponsors at each meeting.

A good speaker from civic or business life is an added attraction.

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Promptness in beginning and closing is essential. The chairman must keep speakers within their allotted time.

As soon as each month's campaign is finished, a complete file is made for reference in the corresponding month of the coming year.

Sponsoring groups are encouraged to use the media most accessible to them. In order to avoid duplication of pressures on press and radio, however, the sponsors are asked to refer to the safety council manager or the vice-president for home safety. The safety council submits the theme and names of the current sponsors to the Los Angeles Newspaper Publishers Association and Southern California Broadcasters Association. They in turn give the "go" signal to all metropolitan newspapers and radio stations, who then accept releases without question.

Evidence of Public Interest

Although it may take a decade of month-after-month, year-after-year educational promotion to result in a substantial reduction of home accidents, there are already some hopeful signs in Los Angeles area as well as in other cities of the United States. Among these evidences of an awakened interest are:

The excellent coverage of accidents by the press.

The gift of time by radio stations. KRKD—weekly 15 minute program.

The steadily increasing call for speakers on home safety.

The offers of help by individuals, by clubs and by business firms. (One business firm printed 150,000 of the National Safety Council's check list on home accidents.)

The Red Cross mimeographed hundreds of copies of "52 Against You."

The Los Angeles Advertising Women offered help in securing paper, printing and art work for leaflets.

The Executive Secretaries and the National Secretaries Association offered to type letters and scripts.

The President of the Southern California Industrial Safety Society provides a secretary to record proceedings of "Operation Home Safe Home" meetings.

The business firms and stores have given space for exhibits.

Service groups, sororities, garden clubs, and similar types of organizations are asking for suitable safety material for their publications.

The Childrens Hospital of Los Angeles arranged for the sponsors and other key persons to see the children who were hospitalized by avoidable home accidents.

The Coordinating Council of Greater Los Angeles releases the current months safety helps to channel home safety materials to all of the 96 coordinating councils.

The Health and Safety Departments of the Los Angeles public schools are active the school year round in getting safety education into homes.

The Los Angeles City Health Department reaches parents in the clinics by leaflets, talks to clubs and on the radio, and in *Stork News*, its monthly newspaper. A city health staff member prepared an excellent outline on community organization for safety. (Available on request of Los Angeles Safety Council).

The Womens Division of the Los Angeles Chamber of Commerce has safety chairmen in each of its 15 districts. These chairmen are invited to monthly safety meetings and are given outlines for talks and for community organization. They receive the theme promotion literature each month. The womens division has for several years sponsored a Clean Up Week for the City. They have now added sponsorship of cleaning hazards to their program for the month of May.

The Los Angeles Fire Department sends a representative to monthly meetings. The excellent film on fire protection produced by this department is available to all groups in this area.

The Junior Chamber of Commerce presents special demonstrations on fire prevention during October.

As we look to the future of "Operation Home Safe Home," we are confronted with many problems:

How can we make the five million residents in Greater Los Angeles conscious of their individual responsibility to practice safety?

We can reach a fair proportion of the population by press, radio and club contact. How to reach the many who do not have access to these media of communication?

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How can home safety programs be adequately financed?

What are the best methods of getting safety education into every home?

How can statistics on home accidents be obtained for year after year evaluation of the Home Safe Home program?

Suggestions and Conclusions

Since accidents kill more than other preventable causes of death among those entitled to legitimate life expectancy, it has been suggested that we require safety inoculation just as we do for smallpox, scarlet fever, plagues etc.!

Our efforts today to make the public conscious of its indifference, discourtesy, ignorance and heedlessness may *someday* arouse sentiment to a point where safety education from infancy to old age is accepted procedure.

Until that time there must be safety instruction and supervision in business, in industry, in schools and in all other organized groups.

There must also be adequate training of leaders, teachers, executives and agency personnel.

If our school children throughout the entire United States could take home just one home safety thought each day of the school year, it would surely result in reducing home accidents.

There needs to be education of all who are capable of an approach to reason that it is human error and human behavior which cause accidents—not the inanimate objects we dub as hazards. The individual creates the hazard, not the inanimate object.

Until we can help persons to recognize their personal responsibility towards the cause and prevention of accidents, we must

continue to point out the contributing causes—careless use of equipment, neglect, and thoughtlessness.

We need an active home safety program in every city and rural community.

We need financial support for home safety just as we have now for other types of safety education. Money is needed for a full time secretary or manager especially in large cities and for purchasing leaflets from the National Safety Council in quantities sufficient for effective distribution.

We need to gather statistics through such agencies as: the public health department, the coroner's office, hospitals, surveys and spot maps.

These statistics are hard to get. Care should be taken to avoid duplication of effort in securing such data.

There should be several places (especially in large cities) where safety literature is available to sponsors, speakers, script writers, reporters and laymen.

There is a wealth of fine home safety literature now available from the National Safety Council, insurance companies, Red Cross, health departments, magazines, and from cities with programs in operation.

Collections of this literature should be placed in each city at: the safety council headquarters, main and branch libraries, health and welfare headquarters and school libraries.

The challenge to lower the number of deaths and injuries from home accidents is the business of us all.

Especially must we search for leaders to carry out a long range program as important and as philanthropic in its implications as are those of other agencies concerned with human life.

Club Contests

Summary of a Talk

By MRS. GEORGE W. JAQUA

Safety Chairman, General Federation of Women's Clubs, Winchester, Ind.

There are all kinds and varieties of contests, and no single rule can apply to all local situations. Contests can be used for campaigns in the progressive sense or they can be more limited. The important thing

is to decide the length of time you are going to devote to them.

The prizes given for contests can be anything from a slip of paper to something having considerable monetary value. Some-

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times, however, a certificate offers more mental satisfaction than the more expensive prizes.

Contests can be held on different bases. Question and answer contests are always received with enthusiasm. Contests can be held on a no-accident period basis and adapted for school, community, industry, or business organizations. One can have a Main Street type of contest, business-wise, or an inter-business one. Scope of these contests is limited only by the scope of individual imagination.

Sponsorship plays an important part in the field scope of a contest. A national organization can use state or local units. You can start with the state organization and work to local communities. Or you can start with communities and develop inter-club contests or can even have "inner-club" contests within their own membership. An honest confession session is a good one for this type of contest.

In order to develop a contest, you must have the facts settled to start with. Then must stimulate community interest, awakening of value and need. Encourage organizational action. Enlist all your interests. After the community has become aware of the need for a contest, furnish groups with information and assistance. Maintaining interest is a job of the planners. They must collect reports and evaluate them. However, the method of evaluating them must be determined at the beginning.

One might have a safe homes plan contest for local architects, a good driver award. The subject, range and extent or limitation of the contests must be planned beforehand.

A contest, however, is not worth the effort unless out of it comes some sort of continuing development. It is not necessarily an end in itself but is primarily a stimulation for continuing progressive action in this field.

The American Red Cross Program

By W. K. SWANEY

Assistant National Director, Accident Prevention, American Red Cross,
Washington, D. C.

Someone has very properly referred to child safety as the problem child of the safety movement. There is this much to be said, however, for this particular child—it has not been spoiled by too much attention.

In comparison with industrial or highway safety efforts, attention to child and home safety has lagged decidedly. True, some organizations, such as the National Safety Council, public health departments, youth organizations, schools, the American Red Cross and others have been actively promoting child safety, particularly in the past 10 or 15 years. But the people, individually and collectively, have been slow to accept their responsibility for this problem child.

Those of us who are aware of the intrinsic need and value of efforts toward child safety and who are in a position to do something about it must continue to increase our efforts to arouse the people to the situation, to inform them of the need, to take leadership in community organization and to inspire communities and the nation as a whole to make a determined

effort to reduce the number of accidents among children.

We face a grave problem. We do not have the organizational responsibility nor the dollars and cents facts of industrial safety promotion. Nor do we have the dramatic appeal nor the laws and regulations that are available in meeting the traffic safety problem.

How then are we to accomplish our task? I do not pretend to know the whole answer. But today I want to tell you what contributions the American Red Cross is making and how our chapters can help in a united and concentrated effort.

We believe, on the basis of our long experience, that one of the most direct and successful approaches to safety—for children or adults—is through systematic education. Each individual child must have individual contact with safety education and must learn to accept, early in life, a personal responsibility and desire to take risks wisely. He must learn to avoid needless accidents that will cause harm to himself or someone else.

At the same time, we must remember that the safety of the child, particularly in pre-school years and continuing throughout childhood, is closely related to the attitudes of parents. Even though the home does not have as great an influence upon the child as it did in the past, we still must depend upon parents to provide as safe an environment as possible and to cooperate actively in establishing a pattern of safe living.

Supplementing a program of direct education, we in the Red Cross also realize the value and widespread accomplishments which can be made through public education. By this I mean the utilization of all possible media—magazines, newspapers, radio, posters, movies, talks, pamphlets, displays, and so forth—not only to inform people of the problem and encourage their participation in safety movements, but also to teach them how they, individually, can help prevent accidents.

The American Red Cross has had a long history of interest in safety. By our very charter, granted to the organization by Congress in 1905, the Red Cross is charged with devising and carrying on measures for preventing sufferings caused by "great national calamities." And what greater calamity do we face today than the accidents which are taking 100,000 lives every year and which are the leading cause of death among children.

Our initial step into the safety field occurred in 1910, when a first aid program was started in response to demands for training in emergency care of the injured, particularly in industry. Gradually, interest became more widespread and the program expanded to schools and to the public as a whole. Since that first start in 1910, nearly 12,000,000 certificates have been issued by the Red Cross for courses completed in first aid.

Interest in aquatics and concern over the large number of drownings led to creation of the Life Saving Service of the Red Cross in 1914. As the program developed, it became evident that one of the best ways to prevent drowning was to teach people how to swim, and as a result, courses in swimming as well as life saving were offered to the public. Certificates for this program, now called Water Safety, exceeded the 6,000,000 mark during the last year,

which was one of the most successful in the history of the program.

Accident prevention is the principal that permeates every phase of the safety services. However, in 1935 it became apparent that more direct attention was needed on the prevention of accidents in the day-by-day activities in the home, on the farm, and among children. As a result, a new program, Accident Prevention, was developed. In 1942 this program was furthered by organization of courses. In the comparatively short time that this program has been in operation, more than 200,000 certificates have been issued for courses completed in this subject.

Each program, First Aid, Water Safety and Accident Prevention, is related to the prevention of accidents to children. We have learned, through the years, that first aid training not only prepares individuals to give proper emergency care to the injured, but also definitely contributes to the prevention of accidents by making individuals more safety-conscious. Results in industry indicate that when employees are trained in first aid, as a part of the safety program, the number of lost-time accidents is cut by more than 50 per cent. The American Telephone and Telegraph Co., for example, has been teaching first aid to employees for about 20 years. They have found in control studies that the first-aid-trained individuals are 50 per cent less prone to accidents than those untrained.

First aid training for adults, especially parents, has a residual benefit in preventing child accidents because parents so trained are more likely to maintain a safer home environment. And, too, parents so trained are better prepared to give care in case of accidental injury. The concern of accident prevention in the Junior First Aid program is reflected in the foreword of a recently published American Red Cross First Aid Textbook for Juniors, which says in part: "At the Junior level, the most important objective of first aid teaching is accident prevention, applied safety-mindedness." The great objective of all health education is improved behavior in every-day living. If the teaching situation conforms closely to the real-life situation, the carry-over may be good.

A large part of the water safety program is quite naturally dedicated to young people.

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Few people realize that drowning is the second cause of accidental death among persons from 5 to 24 years of age. This, of course, is partly because interest in swimming is greatest for young people. Every year hundreds of thousands of children and adults are learning the fundamental skills of swimming and self-rescue, and approximately 100,000 more are being trained in skills of life saving.

In recent years, the primary emphasis in the accident prevention program has been on the youth of the nation. A definite course in junior accident prevention for children in grades seven to nine, or for boys and girls from 12 to 14 years of age, is steadily gaining in popularity. The acceptance of this certificated program, "Youth on Guard Against Accidents," is indicated by a report from one metropolitan chapter which has been asked to train about 15,000 teachers in connection with use of Red Cross accident prevention materials.

To meet the need for material which will help reduce accidents among children, the Red Cross two years ago developed "Suggested Guides for Safety Instruction," for use by teachers in the primary and elementary school grades. Provided for use on a monthly basis is one set of nine lessons for grades 1 to 3, another set for grades 4 to 6. The Guides give teachers information, suggested games, posters, and other material to be used in acquainting the child with safe habits and attitudes in daily living. These attractively illustrated Guides have been exceedingly popular among educators throughout the nation. In fact, the demand has far exceeded the supply. Our report now shows that approximately 2,000,000 children received instruction through the use of the Guides during the last school year, and it is expected that these aids will be used to even a greater degree this year.

Another device used among elementary school children is the Child Safety Check List. This attractive brochure not only gives pupils a graphic reminder of safe habits, but since the child is instructed to take it home, also provides parents with information on safety for children.

All of the programs mentioned are directed toward the conservation of human life and are provided to communities through the approximately 3,750 local chapters throughout the nation. Each Red Cross

chapter represents a resource which is available to every community. The extent to which these programs are carried on in any community depends upon the need and demand of that particular locality. "Need" is the basis on which all Red Cross programs are based. These particular safety programs are not super-imposed upon the community. In fact, it would be impossible to do so, since their very operation depends upon public-spirited and conscientious citizens who are willing and able to participate in the many activities offered by the chapter. Let me emphasize that it is against our fundamental policy to duplicate existing efforts. We are traditionally a cooperating agency, available as a resource to individuals and groups in the community to strengthen the program of others or to solicit cooperation in meeting a community need. Consequently, you will find that there is a good deal of variety in the programs of the various chapters throughout the nation. However, every chapter, backed up by the national organization, can be of help when the demand indicates the chapter is needed.

At the same time, the fact that a program is needed is not always readily seen by a community. Consequently, we as an organization, feel a definite responsibility for acquainting people with the needs of the community. I have said earlier that it is up to every organization that knows the problem to cooperate in an effort to arouse the people to the tremendous child accident problem which is facing us today. Too few people realize that we kill more than 14,000 children every year in accidents. Too few know that there are agencies, like the Red Cross and others, which can give help. Too few have a desire to really work toward improving the situation.

I have outlined in general the various programs which the Red Cross has to offer. How then do we carry these out in the local chapter?

Our instructional program is based on the participation of volunteer instructors—individuals who wish to contribute to their community and who look to the Red Cross for guidance. Instructor training courses, conducted through local chapters by field representatives throughout the national organization, are available to anyone who wishes leadership training in any one of the three programs.

Standards for these instructor courses are set by the national organization. Many schools, industries, government units, civic groups, youth organizations and others are participating in the Red Cross program by selecting individuals within their organization for instructor training. These instructors, in turn, utilize their training to spread instruction among their groups.

During the summer months, in response to demand for instructor training, the Red Cross conducts about 30 national training schools. These 10-day camp schools offer at a nominal cost leadership training for those individuals who wish to become qualified instructors in any of the three phases of the program.

Realizing that not every person can be reached with information and training through formalized courses, the Red Cross also carries on a vast program of public education. The elementary school safety guides are a sample of this type of planning. These are available, through local chapters, to teachers who wish to use them. Many

local chapters also extend safety knowledge through displays, demonstrations, newspaper and magazine articles, and various other public media.

With the exception of textbooks, there is no charge made for the instruction offered. Instructor courses and other services maintained by the Red Cross are paid for by the voluntary contributions made to the Red Cross by the public each year. And the cost of these safety programs is relatively low since the major portion of the work is done by volunteers—individually or within their organization.

What I want all of you to realize is that the Red Cross is a resource which can be called upon by any individual or organization interested in the problem of child safety. Because of its well-recognized organization and ability to utilize volunteers, it is in a unique position to be of help. The chapter in your community has rich resources and stands ready to cooperate in fighting one of our most serious problems today—child accidents.

A State Health Department Takes Hold

By EDITH R. DOANE

Director, Child Safety Education, Massachusetts Safety Council, Boston, Mass.

On March 25, 1948, Massachusetts initiated a constructive program in accident prevention under the leadership of Dr. Vlado A. Getting, State Commissioner of Public Health.

On that date he called together a group of representatives of state-wide agencies and organizations for the purpose of drawing up a plan for the establishment of an action committee which would correlate the efforts of these several groups in one over-all program to help reduce the toll of accidental deaths and injuries in Massachusetts.

Ben Franklin's well-known bundle of sticks may well serve as the illustration for the soundness of this move. If the numerous state and private agencies, representing independent and heterogeneous safety campaigns, could be packaged together through the consolidating influence of the State Department of Public Health, Dr. Getting believed that any and all action programs,

resulting from such consolidation would be many times more effective. Also, such a pooling of ideas, purposes and projects, services and programs would tend to eliminate over-lapping and duplication of efforts.

Dr. Getting explained this objective to this first gathering and amplified his thesis that it was thoroughly appropriate that our state department of public health should realize its responsibility to promote the safety of the citizens as well as their health. This sentiment was unanimously approved by those attending the meeting and before its conclusion the Massachusetts Advisory Committee on Accident Prevention had been organized.

In selecting the personnel to be invited to this first organization meeting, no attempt was made to include a representative from every civic and voluntary agency, every adult group or every department of the state. Rather a selection was made

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which would represent the type of group or department. This served two purposes; first, it would keep the central, or steering, committee down to a reasonable size; second, it would permit recruiting membership for sub-committees from other organizations of similar types.

Those at this initial round-table included one or more representatives from the following types of groups; women's clubs, Farm Bureau, American Legion, state department of education, state department of labor and industries, Archdiocese of Boston, Community Recreation Service, city commissioner of health, a men's service club, American Red Cross, Massachusetts Medical Society, a large co-educational university, city park commissioner, industrial health consultant, Parent-Teacher Association, casualty insurance company, Massachusetts Safety Council and Department of Public Health.

This group did not include any representative of any state department of highway safety because, in Massachusetts, this program is administered by the registry of motor vehicles. It has a sizable appropriation and staff and carries on an excellent educational and enforcement program. It maintains its own state-wide contacts on such an extensive scale that adult and child highway safety have become major considerations here.

Four major fields of activity were suggested, and adopted, for initial study and program development. These were: home safety; rural areas; recreation areas; industry.

A chairman of each of these sub-committees was appointed and charged with the selection of the personnel of his respective working group. The personnel of these sub-committees is constantly being revised and increased.

Meetings of the steering committee have been held at two-month intervals, whereas meetings of sub-committee groups are held as frequently as necessary at the call of their chairmen in between these times. Sub-committee chairmen attending steering committee meetings report activities, plans, obtain approval of specific projects and furnish data and news to form the basis for publicity releases. In addition to reports, each steering committee meeting has featured some guest speaker who gives an in-

teresting and authoritative message on some phase of accident prevention. At one of these meetings we were fortunate to have Dr. John E. Gordon of the Harvard School of Public Health, who gave his illustrated lecture on the "Epidemiology of Accidents."

By Fall of 1948 it became clear to the steering committee that, while this mythical bundle of diverse energies had been tied together by one motivating idea, the several sticks making up its whole were sort of bunched together and needed more perfect aligning for greater strength.

It was then that a major decision was taken: to make the primary purpose of the advisory committee to obtain statistical data concerning the kinds and seriousness of accidents and accidental deaths that were happening to the people of Massachusetts. This information was declared to be absolutely necessary before any specific educational program on accident prevention could be undertaken. In other words, we had to find out what our problem was here before we could take steps to solve it at the state level.

From here on, the advisory committee began to make more definite progress.

The recreation sub-committee was the first to get under way with its fact-finding program.

It studied the standard student accident reporting system forms issued by the National Safety Council for school use and created new but similar forms for the reporting of all kinds of accidents happening to children in public playground areas. When the appropriate data has been filled in for any accidental injury or death, the reviewer will be able to know who had the accident, what happened, what part of the body was injured, how extensive the injury was and what possible action had been taken by the director to avoid the repetition of another similar accident.

These reporting forms were sent out to about 125 playground directors with the request that the monthly summary forms be returned to the Advisory Committee on Accident Prevention, in care of the State Department of Public Health.

Because this was a new program and involved one more set of monthly statistics, playground directors were a little slow to co-operate in the first few months but gradually their co-operation increased and



committee and finally adopted. Every attempt was made to keep it as simple as possible in the realization that such a form would, in the majority of cases, be made out by some member of a household and not by any trained health worker.

The steering committee voted to promote a total of 10 surveys of home accidents in test areas throughout the state, selected to represent types of urban, rural and manufacturing communities. These were Lynn, Fall River, Lowell, Brookline, Westboro, Pittsfield, North Adams, Springfield and the Nashoba Health Unit serving several adjacent rural areas. In addition, the data being accumulated by the board of health in a home accident survey of Wellesley, is to be included in the final summary.

This has now developed into a joint project of the home and the farm safety subcommittees. It will be started early this winter, as soon as the forms have been printed and the various health workers in the selected districts have been briefed on the purpose and the procedures of the survey. The first approach locally has already been made with the chairmen of the boards of health whose assistance was required to sponsor and carry through surveys in their communities. The State Department of Public Health has also pledged its assistance in underwriting these surveys, both in cost and in personnel.

2. Promote inclusion of some questions on safety in the state civil service examinations for playground supervisors.

4. Seek means of introducing basic safety rules in leisure playtime activities of older people. This was partially accomplished through the enclosure of a sheet of accident prevention suggestions in kits of play equipment rented to adult groups by the Community Recreation Service of Boston, whose director happens to be chairman of this sub-committee.

A continuing project of the home safety sub-committee is that of contacting manufacturers of certain kinds of home articles, machines and equipment to induce them to furnish printed instructions on how to use the article or device safely.

The sub-committee on industry has developed its own fact-finding project. It surveyed a group of 96 different manufacturing plants to determine the extent of their systems for reporting home accidents resulting in on-the-job absenteeism. Seventy-one, or 74 per cent of the questionnaires were returned. Out of these only 19 reported keeping records of off-the-job accidents but several indicated their willingness to incorporate such data in employee health records in the future. The data obtained was projected to form a statistical pattern for state industry as a whole and the resulting figures showed an estimated 10,500 lost-time, off-the-job accidents of which 76 were fatalities in 1947. It was also esti-

This form was referred to the steering

estimated that these accidents caused the loss of 159,200 man-days of labor and over \$1,000,000 in loss of earnings.

This sub-committee is now working on two continuing projects:

1. An education program with industrial employers to encourage them to initiate procedures for obtaining data from their employees concerning their off-the-job accidents.

2. An investigation of the feasibility of accumulating data concerning off-the-job accidents from those insurance companies which write group policies for sickness and injury.

The steering committee has taken for its own fact-finding project, the accumulation of all kinds of accident statistics and accident prevention educational material. This is being placed in a special section of the reference library of the state department of public health and is constantly available to all committee members. A particularly important addition to this reference library was secured from material obtained from membership in the National Safety Council, taken out in the name of the state department of public health.

The steering committee is also responsible for the release of publicity through state-wide channels. This is furnished to health department news writers, who polish it off and distribute it through state-wide news channels.

But it has a problem which is constantly increasing in importance. It needs funds to carry on its several projects. Up to now it has functioned without a budget of any kind. It is now trying to evolve some plan whereby specific funds may be allocated or made available to it.

As I review our deliberations and actions of the past 18 months, I can point to no spectacular accomplishment. We are proceeding slowly but, we believe, soundly.

We know that the future health of the people of Massachusetts depends to a very sizable extent on the prevention of illness and injuries resulting from accidents. We have accepted as fact that, if home accidents be a primary problem of community medicine, then it is reasonable to apply to its solution the techniques upon which all community health practices are based. We are attempting an epidemiological analysis of the broad problem before directing a focal attack where the condition is determinably most pronounced, through specific educational techniques and the demonstration of preventive measures by public health workers in people's homes. We are attempting to define accident patterns as they represent a combination of forces of origin. Five years from now an evaluation of our activities should, and we believe, will, show a good many items on the accomplishment side of the ledger.

The contribution of the Massachusetts Department of Health to this better-health-through-safety program is significant.

1. It has sponsored the program at the top level, through the commissioner.

2. It has contributed some of its top personnel to committees.

3. It has donated quarters and equipment for meetings and programs.

4. It has absorbed incidental expenses.

5. It has approved of the several sub-committee projects, thus insuring widespread acceptance by the people and their co-operation.

Responsibility of the Public Health Nurse

By MRS. ELIZABETH H. McCREARY
Superintendent, Infant Welfare Society of Chicago

The Infant Welfare Society of Chicago is a public health organization serving the poorest districts in the city of Chicago. We were organized in 1911 to improve the health of the coming generation by keeping the baby well before his birth by caring

for the mother and after his birth by teaching her how to feed and care for her child.

Living conditions in the districts served by our society are inimical to the health of children; a counter agent is imperative, not only for the sake of the individual

child, but also for the benefit of society as a whole.

We give direct service to expectant mothers and well children up to six years of age in families where they are unable to pay for health supervision in twenty-one districts.

Our task is to keep the well child well. If the child needs medical care, he is sent to a private doctor, dispensary or hospital.

Through the work of our doctors, nurses, nutritionists, and mental hygiene service, we have been able to raise the health levels and lay a foundation for better citizenship.

Public health in the United States has made greater strides in the past thirty-five years; childhood mortality has decreased 80 per cent in that period and contagious disease has dropped 90 per cent.

In 1903, 109 Chicago babies died out of every 1,000 before completing their first year. In the year of 1948, we lost eleven out of 2,956—or an approximate death rate in

1903 of 10 plus per cent
1948 of .58 of one per cent

The reduction in the mortality rate of children has brought us face to face with the prevalence of accidents among children.

In 1947, we had eight deaths out of 6,350 preschool children or 1.2 per thousand, which is twice the mortality percentage of infants. Four of those deaths, or 50 per cent of the total, were due to accidents.

For the past two years, accidents have been the greatest cause of death in the preschool group.

In January, 1948, when Dr. Heyworth N. Sanford, our medical director, spoke at our annual meeting he said:

"I believe the time has come for this society to begin an active campaign for accident prevention. Since 1943, accidents have been the leading cause of death of all children from one to nineteen years of age in the United States. It has been generally recognized that accidents seldom 'just happen'. They are nearly always caused by definite factors. Ninety per cent of all accidents are preventable, and four-fifths of all accidents of children under four years of age are due to errors of omission or commission by adults."

In March of 1948 we started our campaign to try to teach our mothers how to protect themselves and their children from

common accidents, to make the mother aware of the hazards in her own home.

We decided to use a check list, which we were able to secure from Mr. Gearhart of the National Safety Council. When the nurses go into the homes on new cases, this list is given to the mothers and explained fully. She is asked to check it and return it to the nurse on her next visit. The nurse goes over it carefully and gives the mother such advice as is needed. However, we find that the mothers are quite conscious of the hazards after going over the lists. Many of the fathers have made many repairs before the lists were returned. Later we made a check list of our own to better fit our own needs.

We also developed a plan of all nurses reporting all accidents at once to our main office. We worked out a form for these and at the end of nine months' recording, the National Safety Council checked them over from a statistical standpoint; then we had a conference with Mr. Gearhart and Mr. James. These were some of the important findings reported:

There were 143 accidents reported—32 of which occurred where there was no supervision at the time of the accident and 40 occurred where there was supposed to be adult supervision—making a total of 72 out of 143 where adult supervision was lacking or faulty.

The child of one year of age was the victim of more than any other age group and falls were the greatest in number. Of these accidents by falling, 12 were from baby buggies or strollers; 12 from falling down stairs; 6 from beds and 5 from chairs. One child of 18 months was sitting on a common kitchen chair near a coal stove. She fell and hit her head on the stove and sustained a skull fracture, which caused her death.

The different centers of our women's auxiliary group volunteered to supply us with posters, which were made by art students in different schools. These posters are in our stations on display. We feel that the students, who did this work, benefited themselves, too.

We all realize that the public health nurse is in a strategic position. She is a friend to the mothers in her district, and they gladly accept with interest the advice given concerning accidents.

The Parent-Teacher Association and Child Safety

By MRS. HENRY S. PIERSON

Safety Chairman, Illinois Congress of Parents and Teachers, Evanston, Ill.

The objects of the P. T. A. movement are:

To promote the welfare of children and youth in home, school, church, and community.

To raise the standards of home life.

To secure adequate laws for the care and protection of children and youth.

To bring into closer relation the home and the school that parents and teachers may cooperate intelligently in the training of the child.

To develop between educators and the general public such united efforts as will secure for every child the highest advantages in physical, mental, social, and spiritual education.

The National Congress of Parents and Teachers has more than 2,600,000 members. Local parent-teacher associations, numbering approximately 28,000, are found in all states of the Union, and in Alaska, Hawaii, and Puerto Rico. These members all joined willingly; they all think schools are important; they are all concerned about the education of their children; and they all want to help. If some of them are not doing their best, it is probably not because they are insensitive or apathetic. It is because too few of their leaders have taken the time or made the effort to inform them and enlighten them as to what they can do.

The Parent-Teacher Association is the only organization in America today that makes "inclusiveness" an important consideration in the selection of its membership. It welcomes fathers, mothers, teachers, and all other friends of children and youth, without regard for social, political, professional or religious status. Because it recognizes no social barriers the association gives a sense of belonging to the school and to the teacher a means of belonging to the community. It unites the strength of its members upon a single objective: the well-being of children and youth.

In order to maintain this objective the bond between parents and teachers must be very close. Mothers and Dads should make every effort to know their child's teacher and to tell of his best and weakest points. The teacher should welcome the opportunity of knowing the parents and discussing with them the things she has observed at school. It is only through cooperation and understanding between parents and teachers that the child will develop into the kind of citizen that we hope will take over our country in the future.

How does this all tie in with safety? In just this way: if the child is ever to reach the age of maturity he must be protected from dangers until he is old enough to learn how to protect himself. Parents are teachers from the very beginning of a child's life. How good a child you have depends on how good a teacher the parent has been. All children are mimics from the time they learn to copy the wave of your hand in saying "goodbye" to the time he copies how you drive the family car.

Recently there has been a strong feeling that a greater emphasis be placed on the pre-school child. The P. T. A. has organized a pre-school section and has furnished the leaders. For those of us interested in safety this has been a tremendous step for we have felt that a child's safety training should start in the crib. In various communities safety representatives have gone before these parents of pre-school children to show them the dangers of unlocked medicine chests, playing with sharp-edged tools and toys, the dangers that are ever present in everyone's kitchen.

Last year in Evanston a member of the Accident Prevention Bureau spoke to the pre-school parents. The greatest accident toll in that city was to children of pre-school age who darted out into the street from between parked cars. Every effort has been made to impress on these parents that it is their own responsibility to teach their children to stay out of the streets. When you make a statement like that some

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one always says "there is nowhere else to play but in the street in the apartment area." In some cases this is absolutely true but every effort is being made by the P. T. A. all over the country to force the communities to buy up vacant property and to convert it into "tot lots" and playgrounds.

Most of our cities have grown up like Topsy without a real plan in mind—consequently it will take longer to get what we need. The P. T. A. has assumed the responsibility of furnishing leaders for these playgrounds—a person educated in the right techniques of playground behavior and a person responsible for the safety of the children using the grounds.

Until pre-school units are formed the child's first formal safety instruction starts with his first day at school. In most cases, in the urban communities, he encounters a junior patrol boy. These boys are selected for their leadership and scholarship and are real examples of safety for the children to follow. These boys direct the safe crossing, rain or shine, of the pupils. They stand on the curb with outstretched arms to bar the children from running out into the path of an oncoming automobile. In order to keep the junior patrols at a high level, it is up to the parents, as well as the teachers, to hold them in respect and to point out the honor there is in the wearing of the white Sam Browne belt. Children need a word of praise for the job they are doing, and they should be made to feel that what they are doing is worthwhile.

The P. T. A. has cooperated with the motor clubs in sponsoring junior patrol courts where the pupils are tried for violations of a safety rule and are sentenced by one of their own classmates. The patrol boys have done a magnificent job, and it is not unusual to hear it reported that no accident has happened to a school child at a corner guarded by a patrol boy.

Of course, there are some people who would like a patrol boy on every corner where their child must cross. This is impossible for the responsibility of seeing that your child gets safely to and from school is an individual problem—the school responsibility holds only for things taking place on school property during school hours. It is a courtesy to have crossing guards and patrol boys. After being in

school for three hours the kids feel like birds that have just been let out of a cage when the bell rings. Their pent-up steam bubbles over and there is the usual running, yelling and hitting. The crossing guard of patrol boy at the crossing is a symbol that they should be careful. These patrols are not altogether made up of boys. Girls are used in many communities and they do a grand job. Just one girl on a patrol will usually keep the boys in line.

The schools also have a group of children that act as fire marshals, who each day see that all doors are unlocked and open easily. They are ready to help with fire drills. Fortunately, there have been very few fires in the schools but think of the tragedy if there was one and just one door stuck or was locked.

The P. T. A. has helped with the licensing and testing of every school-child's bike. In some cases it has taken as long as four years or more for a community to pass a bicycle ordinance. Some people may think the checking of a bike is unnecessary. Well, is it? Isn't your son or daughter a future automobile driver?

Parents will dash off to the nearest garage if a little squeak develops in the family car, but we will let our children ride bikes without coaster brakes, with broken chains and loose seats. Parents must change their attitudes and recognize that a bike is a means of transportation which is subject to all the hazards of the automobile. And a child on a bike is subject to all traffic laws the same as his Dad. He must use hand signals and obey the traffic lights.

In Evanston, we call children "bicycle drivers" instead of bicycle riders. It places the responsibility on the child's own shoulders.

In some communities Scotch-lite Tape has been used on the bikes as a safety measure for riding after dark. It costs only 15c to do a real job with Scotch-lite on the fenders, forks, and handle bars.

From bikes, the next step is the automobile. It is just a step but one that most parents dread and put off as long as possible. The teen-agers have it all over their parents when it comes to learning how to drive. When we were old enough to

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drive we learned by watching our parents. These high school kids have the opportunity of learning how to drive and take care of a car correctly in driver training classes sponsored by the motor clubs. They furnish the cars, usually equipped with dual control, to any high school which will furnish a qualified teacher.

Very few parents are capable of teaching their own children to drive. If you don't believe that, try it, and see what it does to your nerves. So if you have a teen-ager give him the chance to learn to drive correctly and safely. Under the direction of a competent instructor, whose nerves have proven to be shatter-proof, he will learn the rules of the road and courtesy along with his algebra and Latin. There is a movement to present to all teen-age drivers the Man-to-Man Agreement between father and son and the Dad-to-Daughter Agreement between dad and daughter. The P. T. A. is behind this idea. It definitely pledges these youngsters to careful, safe driving for the privilege of using the family car. It also puts the parent on the spot by stating that the child will drive the car as carefully and cautiously as his dad. "Safety" at the high school level centers about driving and traffic rules for by the time a child enters high school, if the elementary schools and his parents have done a good job in safety training, he should know how to take care of himself at home and on the street. At high school he is taught his responsibility to his community. Parents and teachers alike encourage him to voice his opinions and help direct the activities and policies of his school. If youth can help plan his future, it will be a safe one for youth wants to live.

We have seen how the P. T. A. has encouraged communities to learn how to take care of youngsters, how to teach them to stay out of the streets, and how to make their homes a safe place to live in by sponsoring pre-school groups of parents. We have taken a most active part in building a bond between the teacher and the parent so that the child as a "whole" will receive the best possible training—not to have one method taught at home and a different one at school. We have kept the parents and the teachers informed of the latest in safety devices. We have shown them that the safety of their children depends on early training and constant checking of their

safety habits. At the high school level when the kids are allowed more freedom we have been behind driver training.

Safety doesn't apply only to traffic and road hazards but also to the health and well-being of the child. In safeguarding the health of the child we are safeguarding the lives of our future citizens. In recent years the P. T. A. has sponsored the "Summer Round-Up." Few people know what this project is. Its object is to see that all new pupils have a physical examination, dental examination, and various immunizations and vaccinations made during the summer months. Sometimes certain physical defects are discovered that can be remedied by exercises taken at school under the direction of a competent school nurse or physical director. In some instances when a child has been suffering from malnutrition, the P. T. A. has borne the expense of free milk to the child. Some P. T. A.'s have instigated the Hot Lunch Program. Where they have not been able to serve a complete meal they have seen that at least one hot dish was served to supplement the usual cold sandwiches.

With the welfare and the safety of the child always foremost, the P. T. A. has been interested in laws governing child labor. P. T. A. has no political affiliation and is opposed to lobbying. But those of you who read the article in the *Saturday Evening Post* about the P. T. A. will remember that while it is opposed to lobbying it has made use of various "legislative techniques." Any politician is familiar with these "techniques" and they have only just begun to be felt.

The P. T. A. is a "natural" when it comes to child safety and education. Our national and state publications reach every local unit monthly. Our membership can be reached easily, and our influence for good is known all over the nation. In our teaching of child safety we have made use of the materials published by the American Red Cross, the Motor Club, and the National Safety Council as well as the information put out by the various insurance companies.

I have given you only the safety angle of an organization which really reaches the grass roots. So go to the next P. T. A. meeting in your community and lend your support to the work your own local unit is doing.



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(The Transit Section did not hold its usual Congress meeting because of the Section's participation, as a co-sponsor, in the National Transit Safety Conference. Copies of these Proceedings have been distributed to members of the Transit Section.)

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