

Heavy Machine Shop Division, Group A, Locomotive Mfg. Co., Plant No. 1, Williamsport, Pennsylvania. The same division, Group B, United States Rubber Company, Shoe Hardware Company, Waterbury, Conn.

"Your Hour"

The next part of this session was a special feature entitled "Your Hour," led by T. H. McKenney, Supervisor of Labor & Safety, Illinois Steel Company, South Chicago. Question cards had been distributed and returned with safety problems, which Mr. McKenney read from the floor, and then asked for solutions. Questions and answers were as follows:

Question No. 1: "It was expected that poor working schedules would cause more accidents, but this has not been the case; why not?" One reply was that plants are not pressed for production. However, a strong percentage of the delegates were of the opinion that spreading the work and putting new men on new jobs was causing accidents. A vote of delegates on whether or not frequency of accidents has decreased during 1930 and 1931, resulted in a vote showing a decided decrease.

Question No. 2: "What practical means can be used to detect defects which may develop in crane wheels?" The replies included: visible inspection for cracks, flat surfaces, etc.; tapping wheels with hammer; also gauging the flanges. One well known company makes a monthly inspection of all parts of the crane.

Question No. 3: "Have any troubles or injuries been encountered due to metal caps on safety shoes?" Several well-known companies do not permit any safety shoes except those with steel toe. Flammable material in a composition toe is considered objectionable. Practically every man went on record as favoring metal tipped toes and a vote showed unanimous approval of steel toes.

Question No. 4: "What procedure should be followed if superintendents, foremen and workers do not co-operate in the accident prevention program?" The answers included the following: Our management is always with us but a good organization will also offset opposition to safety. Putting objectors at the heads of safety committees will often effect a cure. Safety must begin at the top. A safety engineer who cannot sell his wares to his men should move. The safety engineer must sell his wares to the management, and all executives are susceptible of being influenced if properly approached. Both the emotional approach and the discussion of safety on a cost basis are valuable to make the management listen.

Question No. 5: "In the investigation of accidents and near accidents, what is the best method of procedure—through the foremen, by a committee, by a safety inspection, or otherwise?" Many delegates favored an investigation by the department superintendent and his men, foremen, etc., with the safety engineer as secretary and assisting in the questioning. Another suggestion was by means of a trial. An immediate investigation is advisable, since conditions soon change, especially if someone is especially at fault.

Question No. 6: "Now that we are agreed that responsibility for accidents rests with the head of the department, what is the safety department doing to lighten the load of the foreman?" It was agreed that the safety department should help the foremen in every possible way. It is important to combine safety and training.

The final feature of the program was the presentation of the film strip entitled "Safety Kinks," by J. A. Oariel, Chief of Safety Bureau, Carnegie Steel Company, Pittsburgh. Mr. Oariel presented a great variety of machines and devices with appropriate remarks.

ADJOURNMENT

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TWENTY-FIRST ANNUAL SAFETY CONGRESS NATIONAL SAFETY COUNCIL



Mining Section

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TUESDAY MORNING SESSION

October 4, 1932

The sessions of the Mining Section convened with General Chairman W. H. Comins, National Lead Company, St. Francois, Missouri, presiding. After welcoming the delegates, Chairman Comins asked for the report of the Statistics Committee which was presented by W. W. Adams, U. S. Bureau of Mines, Washington, D. C., Chairman, in part as follows: