the annual savings. This tabulation alone, I believe, proves conclusively that the accident prevention dollar, properly invested, pays big dividends.

About ten years ago the executives of our company believed that it would stimulate further interest in accident prevention to organize an annual safety contest. I will not burden you with the many details that have been carried on each year in conducting our annual contest. Suffice it to say that each year during the past nine years, with the single exception of 1929, our company has shown an improvement in accident prevention work. During 1929 there was a decrease caused by five deaths, two of which, however, were disputed claims and were settled on a percentage basis, but have been considered as fatalities in our tabulation.

I believe that every industry should know how its accident experience compares with other industries. Likewise, every factory should compare its accident experience with the experience of other factories in the same industry. Years ago the rubber industry was considered a hazardous business, and perhaps that was true; but during the last few years, due to the splendid efforts on the part of the National Safety Council in accumulating industrial accident statistics, we are able to prove conclusively that the rubber industry is not now a hazardous industry.

In 1931 the rubber industry stood tenth best in frequency and ninth best in severity among 28 of the leading industries. In 1932, the rubber industry was ninth best in frequency and sixth best in severity among 31 leading industries of the country. The only industries having a better combined severity and frequency rate than the rubber industry were the tobacco, laundry, printing and publishing, and textile industries.

Doubtless you will be interested to know how we use our accident and cost figures at a particular factory. For example, take the accident and cost experience of a factory employing from 1,500 to 2,000 men, manufacturing mechanical rubber goods, including fire hose, packing, belting, rubber tiring, etc. You will note that during the four years, 1927 through 1930, the accident experience of this plant did not improve. In October, 1930, a decided change was made in the entire safety program at the plant. An experienced full time safety man was engaged, safety committees were organized, safety foremen meetings were held, and the safety advisory committee, composed of executives, met monthly to discuss safety policies and pending safety matters. The results were outstanding. Within one year the cost was reduced $17,000, and within two years, the cost was further reduced $27,000. And this was a factory which had trailed along for several years well down in the list of factories in our annual safety contest.

I can not help but mention, also, the excellent work of one of our textile mills. During 1928 they had 77 lost-time accidents; in 1929, 50; in 1930, 13; in 1931, 2; and in 1932, only 2.

Don't think that it is necessary to spend large sums of money in order to get ... idends. I know small factories where there is no safety organization, but the management is constantly taking the time (and I believe that time is worth more than money) to impress all of his associates with the importance of accident prevention work. As an illustration, I know of a large plant where an employee coming down the stairs one night slipped on an apple core, falling in such a manner that he broke his back. The poor man has not worked a day since. In the small factory that I have just referred to, no one in the plant could imagine anyone throwing or leaving an apple core on the stairs.

ADJOURNMENT

Safety Section, A.R.A.—Steam Railroad Section N.S.C.

Officers 1932-33

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J. T. Pratt, Reading Co., Reading, Pa.

The complete report of these sessions is published in a booklet entitled "Proceedings of the 13th Annual Meeting of the Safety Section", available from the American Railway Association.

TUESDAY MORNING SESSION

October 3, 1933

The sessions of the Safety Section, American Railway Association—Steam Railroad Section, National Safety Council, were held as a part of and in conjunction with the Annual Congress of the National Safety Council in the Stevens Hotel.