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31st NATIONAL SAFETY CONGRESS



**General Subject and
Industrial Sessions**

CHICAGO

October 27-29, 1942

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TUESDAY AFTERNOON SESSION

October 27, 1942

Presiding:—F. J. HOYT, Supvr. of Maintenance Regulations, American Airlines, Inc., New York City

Results Achieved by the Use of Standardized Accident Programs and Forms

By G. M. REYNOLDS

Pan American Airways, Inc., Eastern Div., Miami, Florida

The National Safety Council has made available to the aviation industry a plan consisting of a standard system of forms for use in recording accidents. By maintaining this recording system and using it to obtain the actual facts concerning the causes of your accidents, a real effort is being directed to cut the accidents down.

Pan American Airways accident reports actually proved that accidents have been cut down since the adoption two years ago of a method of using a standard form system for recording accidents. After comparing the National Safety Council's method of recording accidents with the Pan American Airways method used until January 1, 1942, we are not sure whether the decrease in accidents in 1942 over 1941 was due to using any method of recording accidents or due to the merits of the National Safety Council's method. We expect that both factors come into the results achieved. It is my purpose here to as briefly as possible let you know what has been achieved.

By using these forms, each division of our airline may regularly compare the accidents in corresponding departments of the particular division's maintenance shops. This gives a broader picture of the accident problem than if only the accidents of a particular division were considered, because it changes the attitude from one of a subjectivity to objectivity. An objective point of view is more helpful in reaching the fundamental causes of accidents.

Recording accidents is not just a matter of facts for the record to be filed away and forgotten in the desk drawer of some superintendent or foreman. These records are the tools of supervision indicating the safety success of operation of a particular shop just as the engine temperature instrument indicates the successful operation of a particular aircraft engine. Without the instrument of supervision the finer points are not possible and only major difficulties become apparent. The realization of the value of records of safety rates comes in the growth of a group

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WEDNESDAY LUNCHEON AND MORNING SESSIONS October 27, 28, 29, 1942

The American Society of Safety Engineers, sponsors of all subject sessions programmed for the Congress, held their Wednesday luncheon and afternoon meeting on October 28 at the Terrace Casino of the Morrison Hotel, H. J. Griffith, Mgr. Safety & Welfare Dept., Jones & Laughlin Steel Corp., Pittsburgh, Pa., presiding.

Following the annual report of the General Chairman and election of officers, the Society was entertained by a stage demonstration of

magic by Mr. Clyde R. Powell, personnel director, Endicott Johnson Corporation, Endicott, N. Y.

A special session was arranged on each morning of the Congress, each devoted to the discussion of a National Safety Council safe practices pamphlet in the process of revision. The three pamphlets discussed were: Pamphlet No. 11, "Floors and Flooring"; Pamphlet No. 12, "Wood Scaffolds"; Pamphlet No. 95, "Compressed Gases."

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TUESDAY MORNING SESSION

October 27, 1942

Presiding:—PAUL S. STRECKER, Personnel Dir., Flying Boat Div., Nash-Kelvinator Corp., New Orleans

Safety's Contribution to Our War Efforts

By B. W. KNAPP

President, Warren Gear Mfg. Co., Warren, Pa.

When a publisher sends a book out into the cold, hard world, he attempts to prepare the way by including a preface or introduction which, in turn, attempts to prepare the minds of the reading public for the subject matter to follow. I am one of the vast army of readers to whom the preface is an important and extremely interesting part of any printed matter.

The preface to many volumes, even including the most technical tomes, is often written by an outsider, a person to whom the field covered may be intensely interesting but who can bring an unbiased view because the subject matter falls outside his usual line of endeavor. I find myself in that position today. As the head of a manufacturing plant, I am vitally concerned with the matter which you are to discuss here and, not being a professional in the field, I hope I may bring you a glimpse of the work you are doing which may escape you in your close contact.

The compiler or publisher must first of all consider the reading public which will be attracted by the volume placed on sale. In the present case your National Safety Coun-

cil and in particular the program committee, has been presented with a hand-picked public since your presence at this conference indicates your keen interest in the subjects to be discussed.

Why should this group, already under terrific pressure because of war production, take time to study additional precautions and safeguards? Your own National Safety Council in its statistical year book reports that time lost through accidents in 1941 deprived 200,000 American troops of the equipment which they must have to guarantee victory. The army itself has gone on record as believing in protection. I quote General Somervell, Chief of the Army Service of Supply:

"The Army has ordered an unrelenting campaign against accidents, accident hazards, and unsafe practices. Accident-prevention activities will be consolidated under the Provost Marshal General who is already responsible for plant protection and internal security. This is planned to result in nation-wide safety policies and a uniform system of inspection to discover, eliminate or control hazards. Impressive safety records already

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WEDNESDAY AFTERNOON SESSION

October 28, 1942

Presiding:—W. M. POWELL, Safety Dir., Medusa Portland Cement Co., Cleveland

Cement and Quarry Accident Experience

By A. J. R. CURTIS

Ass't General Mgr., Portland Cement Ass'n, Chicago

Portland Cement Association member plants suffered 242 accidents in all chargeable classes in nine months of 1941, and 295 such accidents in the corresponding period this year, a gross gain of over 22 per cent. Adjusting for estimated difference in man-hours of exposure, the frequency rate is probably at least 15 per cent higher this year than last. Most of this increase was quite needless.

In 1938, 7.5 per cent of the accidents were suffered by men at work less than a year. In 1940 the corresponding ratio was 18.9 per cent and for the first nine months of 1942 it was 44.3 per cent. These figures show that safetywise, the new man problem now eclipses all others.

To be honest with ourselves, we have

been grossly lacking in appeal to new men. We seem almost barren of imagination. There is great need for methods sufficiently colorful and dynamic to capture and hold the interest of our recruits. Some of us who claim leadership sit back and let someone else lead.

Effective safety work requires more time and more thought than formerly. Lip service won't go any more. Most plants work more man-hours. A given number of man-hours often represents a greater number of individuals. These individuals average lower in quality than those who came to us in the past.

This influx includes many men of draft age ineligible for military service, unskilled and inexperienced in industry. There are also immature boys, old men and a small but in-

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TUESDAY AFTERNOON SESSION

October 27, 1942

Presiding:—W. A. HAZARD, Eng. of Erection, Bethlehem Steel Co., Bethlehem, Pa.

Pre-employment Examination of Construction Workers

DR. RAYMOND L. BALDWIN

Iowa Ordnance Plant, Burlington, Ia.

Recently there has been a gradual change in the feeling of the employer and employee toward physical examinations. In each state the employer has been made legally responsible, to a greater or lesser extent, for the disease or injury of his employees arising out of and in the course of their employment. This has resulted in the awakening of industry to the value of pre-employment examinations. Not only does the examination establish the applicant's physical fitness to do the job for which he is hired and prevent him from injuring himself or others because of some physical defect, but it reduces costly labor turn-over and creates a more efficient working force.

The employer and employee are also benefited in case of compensation hearings before a commissioner or board in establishing or proving the presence or absence of a pre-existing physical defect. The employee is benefited by his knowledge of existing defects which often can be remedied producing greater comfort or greater earning power or even prolonging his life by several years.

When the employer has decided that he will adopt physical examinations as a prerequisite to employment, his next step should be to employ a physician to help organize his department. If he is to hire a full time physician on the project to care for his ill and injured employees, he should work with him in arranging the details of the examination, the personnel required, the space for examination and other pertinent details.

In construction work the examination procedure will, in most events, be different from that in other forms of industry where the term of hire is for considerably longer periods. Of course there are construction jobs where the term of hire may be for several years, in which instances much more elaborate quarters may be provided and more detailed examinations done. However, in the majority of cases where the job will be completed in from six to eighteen months, there need not be an extensive layout for pre-employment physical examinations.

Where possible, the pre-employment exam-

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TUESDAY AFTERNOON SESSION

October 27, 1942

Presiding:—C. M. MENSE, Pres., Lehigh Safety Shoe Co., Allentown, Pa.

Industrial Disease Prevention in the Leather Tanning and Related Industries

By E. G. MEITER

Director, Industrial Hygiene Laboratory, Employers Mutual Liability Insurance Company, Wausau, Wis.

A study of the hazards to life and limb in the leather tanning and related industries reveals them to be mostly mechanical in nature rather than health. In tanneries such mechanical hazards as slippery floors, the staking and fleshing machines, presses, beam cutters, moulding and embossing machines predominate. In shoe factories and other leather manufacturing plants the injuries reported consist largely of injuries to the hands and fingers from machinery and needles in sewing machines.

Of the health hazards, anthrax is the most serious to life, while dermatitis or skin troubles are the most prevalent. Other health hazards are frequent infections of cuts and scratches, and the inhalation of dusts and toxic gases and vapors.

Anthrax

Anthrax is an infectious disease of livestock caused by a specific micro-organism or germ known as the anthrax bacillus. It is also infectious to man, being contracted through the handling of anthrax-infected carcasses, hides, wool or hair. The anthrax organisms enter the body usually through skin abrasions, such as cuts, scratches or minor injuries, forming a malignant pustule of the skin at the point of entrance.

In a survey of anthrax reported by the several states, Smyth secured a record in the years 1934-1938 of 375 cases of which 61 were fatal. Workers in hides and skins accounted for 93 cases and six fatalities, the largest for any of the industrial groups listed.

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October 27, 1942

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TUESDAY AFTERNOON SESSION

October 27, 1942

Presiding:—F. R. McLEAN, Mgr., Safety and Insurance Dept., White Star-Ohio Div., Socony-Vacuum Oil Co., Inc., Detroit

War-Time Security of the Petroleum Industry

By L. S. WESCOAT

Vice-Pres., The Pure Oil Co., Chicago

In the petroleum industry we did not wait for war actually to descend upon us before beginning specific action in the field of war-time protection of petroleum facilities. Just two years ago this month the American Petroleum Institute, at the request of Secretary of the Navy Knox, took the first steps. A committee known as the National Committee for the Protection of Oil Storage was formed, and under its direction five regional committees were organized, based primarily on the geographical lines of what were then known as Army Corps areas and now termed Service Commands.

In the fall of 1941, the Office of Petroleum Coordinator for National Defense was created under Presidential decree, and Secretary Interior Ickes was appointed Coordinator. Very shortly after the organization of this bureau, Coordinator Ickes organized the Petroleum Industry War Council and in-

vited seventy-five of the outstanding oil and oil trade association men of the country to compose its membership. By coincidence, the first executive meeting was held in Washington on December 8, 1941. This council was organized for the purpose of advising the Coordinator with respect to problems in the petroleum industry and to assist in putting into effect such recommendations as his office may direct from time to time.

In view of the importance of the oil industry to the war effort, it was deemed advisable that the National Committee for the Protection of Oil Storage and its regional committees, which had been set up by the American Petroleum Institute, be incorporated as a part of the Petroleum Industry War Council. In so doing, it was felt that the industry's efforts in connection with the protection of petroleum properties against war connected risks could be made more ef-

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TUESDAY AFTERNOON SESSION

October 27, 1942

Presiding:—E. C. SCHULTES, JR., Safety Eng., C. Hager & Sons Hinge Manufacturing Co., St. Louis

Safety Supervision for Women in Punch Press Operations

By L. B. LOOMIS

Safety Supvr., Ternstedt Mfg. Div., General Motors Corp., Detroit

If this war continues to deplete our industrial man-power, and our war production continues to increase, we are going to use women and more women in our industrial plants. Since the punch press is one of the simplest of our machines, easy to operate, and can be one of the safest of all machines, quite naturally we consider the use of women as press operators. Since most women are not capable of handling heavy parts that are usually run in the larger presses, and since for the present their use must be confined to the lighter jobs, I will confine my remarks to the operation of the smaller presses.

For the past ten years I have been supervising safety in a plant where the personnel has exceeded 14,000, with approximately 40% women and more than half of them punch press operators.

We hear and read a great deal now-a-days about the hazards confronting women who work in war plants because of the speed, noise and confusion, but after visiting several of these plants and having had several months experience on war work in our own plants, I am convinced that there is no more speed, noise, or confusion in war plants than were found in peace-time production. The work is being turned out rapidly due to improved machinery, line production methods, careful planning and job analysis, but the individual operator does not work faster and does not encounter more noise and confusion than before the war.

The difference is that most women hired today are coming from homes where they are accustomed to peace and quiet, where there is no one to tell them what to or not

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TUESDAY AFTERNOON SESSION

October 27, 1942

*Presiding:—*P. L. G. HASSKARL, Safety Eng., Pennsylvania Power & Light Co., Allentown, Pa.

War Safety in the Public Utility Industry

By H. O. SPRINKLE

Monongahela West-Penn Public Service Co., Fairmont, W. Va.

In tackling this subject it seemed best to write down some of the ways in which war conditions have affected the accident prevention situation in public utility work. In handling this subject please note that I am not a safety director. I am talking from an operating man's viewpoint, and if I seem to digress into operating angles of the subject it is only because I am firmly convinced that safety in industry is completely and inextricably tied up with employee peace of mind and job efficiency. Anything which affects these will surely affect the frequency and severity of accidents.

Here is my list as I see the situation:

1. Loss of first line supervisors or foremen.
2. Loss of skilled workmen.
3. Speed-up in production and more work hours per week.

4. Unrest caused by uncertainties of occupational deferment.

5. Unrest caused by rate control and labor organizational activities.

6. Civilian Defense activities, especially they relate to blackout preparations and

7. Substitution of inferior quality of materials in tools and equipment.

Loss of First Line Supervisors Foremen

I have put "Loss of Supervisors" as number one in my list of war effects on because this represents a most serious and one which can hardly be made up of training, familiarity with company procedures, methods and specifications, knowledge of personnel, all go to make up the value

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TUESDAY MORNING SESSION

October 27, 1942

Presiding:—EBER S. LUSK, The Rath Packing Co., Waterloo, Ia.

Personal Protective Equipment in the Refrigeration Industry

By O. M. NANFELDT

Employers Mutual Casualty Co., Des Moines, Iowa

Prevention of accidents in addition to assisting our country is most worthwhile, for through this effort we can

1. Reduce operating costs.
2. Produce better products.
3. Improve employee-employer relationships.

Analysis of the past accident experience of the refrigeration industry indicates that injuries have not resulted from any one type accident or class of employee. All parts of the body have been involved. To illustrate, let us consider a few cases from the records. Here is the case of an employee who suffered a fractured toe. A 100 pound piece of ice slipped and fell from the tongs he was using. A good pair of safety shoes would have prevented this injury.

The second case is that of an employee overcome by refrigerant. He subsequently developed pneumonia. This employee attempted to shut off a valve thereby con-

trolling a leak, without using a proper type gas mask. Valuable refrigerant was lost, and perishable materials spoiled.

Still another case in which an employee while attempting to remove a coupling with a hammer and chisel, suffered the loss of an eye. A piece of steel from the coupling pierced the eye. Safety goggles would have prevented this injury.

Further analysis of these accidents revealed that these unfortunate victims were experienced employees, fully instructed and aware of the hazards involved in checking as to causes, the injured in the first case did not wear his safety shoes because they did not fit properly and had a poor type of sole.

The second case cause was readily determined on discussion with the injured. He stated very emphatically that he would not wear any mask that wasn't clean and couldn't be trusted. Check up of the mask revealed it to be old, cracked, and very dirty. The canister, likewise, was not effective in

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TUESDAY MORNING SESSION

October 27, 1942

Presiding:—RALPH S. FARNUM, Safety Supvr., U. S. Rubber Co., Detroit

All Out for Safety

By PAUL VAN CLEEF

Van Cleef Bros., Chicago, Ill.

Safety is something which cannot be purchased like an ordinary commodity, nor can it be captured like material from an enemy. It can only be secured in the largest measure by education and enlightenment. Everyone must be made aware of its importance. Every effort must be made to secure it.

Not until the beginning of this century did any group of people band together to study the problems of accident prevention from the social standpoint. Practically no thought had previously been given to the effect of accidents occurring in the home, in public places and in industry. But as a result of the organized safety movement we are constantly gaining ground.

As we look back over the years it seems strange indeed that so little attention has been paid to accident prevention. No doubt, the first man to use a lever to pry rocks loose had his accidents. The charioteers of ancient Pompeii driving on its narrow streets created a serious traffic problem. Coming through the ages down to the present we still have so-called accidents in appalling numbers. There has certainly been enough time to learn how to prevent them. Are we doing our utmost to do so? The responsibility is not only the householder's, a worker's, a foreman's or management's. It is all com-

bined. The state too, must bear its share. Safety should be placed above every other consideration. We should stress the needlessness of accidents, the elimination of the maimed, the improvement of morale, the prevention of economic distress, the betterment of society. Although we measure our success in terms of severity and frequency ratings, why not let the whole problem be approached more from the humanitarian standpoint?

It ought not to be too great a problem to solve if we go at the matter in a fundamental way. Until recently the world has not seen the relationship between the care of the individual and society as a whole. Now we are trying to remedy this by improving the individual's education, his comfort, his health and his safety. When these are perfected, we will have a strong and happy people.

The Rubber Section has steadily improved its conditions, because the personal welfare of the workers was its first thought. It has regarded severity and frequency rates merely as a barometer indicating how well it has succeeded. When other divisions of the Council take the same attitude as the rubber group there will be improvement everywhere. If we try earnestly to train our workers more thor-

every organization represented is vastly bigger today, five times, twenty times bigger than years ago. The safety supervisor with not that many problems twice that many problems again, do multiply in greater proportion more personnel involved.

The Planning Job

City supervisors in general take this point: that the bigger the organization gets to be, the less their doing, which is perfectly all right for a small organization, and vastly different for planning, coordinating other people who in turn apply to all levels of supervision, doesn't it? And yet how have we really changed our thinking

that not only safety men but may be in a position of where working miracles every day, and with regular standards, and themselves be balked by the little Bullock has hit a point here—of a miraculous operation yet for that little key spot there. It is for granted.

We could take away the thought of it up here, through all this disorganization to me, put it together, can we do it? Of planning, of thinking, of doing these little things in principle, if we cannot get away from the problem that so many personnel men and other people concerned with human aspects of industry are having continually, and that is of having to beg for the little

to do the big things that must be possible that we become enough with those little details, which is what we have not thought to go to and plan a program such as we have talked about here in such as Miss Norton has gone to, which links the problem once with selling the idea to management which gives you a policy and a plan?

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DR. HARVEY BARTLE, The Pennsylvania Railroad, Philadelphia, Pa.

†As elected by delegates in Congress session.

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Textile Section

Officers 1941-1942

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*Past General Chairman

†As elected by delegates in Congress Session

TUESDAY AFTERNOON SESSION

October 27, 1942

General Chairman:—W. B. WEAVER, Manufacturing Div., Marshall Field & Co., Spray, N. C.

Getting the Most Out of Effective Accident Records

By A. W. SMITH

Brandon Corp., Greenville, S. C.

Effective accident records should accomplish at least two main objectives. They should furnish the directive that will stimulate supervisors and employees to action on the safety program, and they should show how to reduce compensation costs, through the proper handling of cases, after the employee has been injured.

To develop such a system of records, it is better to begin with simplified forms, and build on to them, rather than to adopt an elaborate system that contains irrelevant material which only confuses, instead of helping. Unfortunately, the system used by one plant can seldom be used in its entirety by another. It must be changed, very often a great deal, so that it is better to begin one's own system of records, after of course, obtaining ideas from others. Any system must be designed with its ultimate use in mind. A summarized report for the head of a company would hardly contain sufficient information

for a department supervisor, and one for the supervisor would have too much detail for the head of the company; therefore one must adopt a system that would contain the necessary information for both.

Certain fundamental facts are always essential. The basic record of these facts should be a complete report of the accident, submitted by the supervisor of the department in which the accident occurred. It is recommended that a form similar to that required by state compensation boards, or insurance carriers be used for this report. This form, if completely filled in, gives a very comprehensive history of the accident. It requires the name of the injured employee and a full description of the individual, his occupation, and his relationship with the company. Next is required the definitely designated place, the hour, and the date of the accident. Then must be given the nature, the severity, and the location of the injury, the medical treat-

Wood Products Section

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*E. ROSS FARRA, Grand Rapids Safety Council, Grand Rapids, Mich.

*ROLAND JONES, The Surty Manufacturing Co., Chicago, Ill.

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*E. ROSS FARRA, Grand Rapids Safety Council, Grand Rapids, Mich.

*ROLAND JONES, The Surty Manufacturing Co., Chicago, Ill.

*J. H. LEE, Liberty Mutual Insurance Co., Rockford, Ill.

*J. C. WILSON, Lumbermens Mutual Casualty Co., Chicago, Ill.

*Past General Chairman

†As elected by delegates in Congress session

TUESDAY MORNING SESSION

October 27, 1942

Presiding:—O. C. BOILEAU, Safety Eng., RCA Manufacturing Co., Inc., Camden, N. J.

Opening Remarks By the Presiding Officer

As this is the 325th day of the war, I am asking for an all-out effort of all the members of this Section to make a success of our activities in the line of Safety for the coming year. We will have to take off our coats, and put our shoulders to the wheel. And while we are doing this, we must pitch with both hands. The more we do in the field of accident prevention to conserve man power for war power, nearer is the day of victory. If we do not do this, it is going to be hard for

our armed forces to succeed in defending our freedom.

I wish to thank all members on Committees of the Wood Products Section for their fine cooperation in making this Section one of the outstanding in the last two years. It is cooperation of this nature that makes the Chairmanship of a Section successful. I trust you will give our new Chairman, Mr. Dibsdale, your same wholehearted cooperation in the year to come.

Street and Highway Traffic Section

Officers 1941-1942

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W. K. INGRAM, Chief of Police, South Bend, Indiana.

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D. GRANT MICKLE, City Traffic Engineer, Detroit, Mich.

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JUDGE HARRY H. PORTER, Municipal Court, Evanston, Ill.

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Program Committee Chairman—L. L. EATON, Liberty Mutual Insurance Co., Spartanburg, S. C.

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 B. R. BROWN, Columbia Mills Inc., Roseland, Chicago, Ill.
 J. T. BROWN, E. I. du Pont de Nemours & Co., Inc., Old Hickory, Tenn.
 H. R. CORY, Beacon Manufacturing Co., Swannanoa, N. C.
 ARTHUR S. JOHNSON, American Mutual Liability Insurance Co., Boston, Mass.
 *F. E. MORRIS, Liberty Mutual Insurance Co., Boston, Mass.
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D. GRANT MICKLE, City Traffic Engineer, 429 Wayne St., Detroit, Michigan.

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JUDGE HARRY H. PORTER, Chief Justice, Evanston Municipal Court, City Hall, Evanston, Ill.

Secretary—Harvey D. Booth, Traffic Engineer, National Safety Council, Rm. 960, 20 N. Wacker Drive, Chicago, Ill.

†As elected by the delegates in Congress session.

JOINT SESSION

Presiding:—CARL J.

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Commercial Vehicle Section

Officers 1941-1942

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Vice Chairmen—W. F. BROWN, Safety Engineer, Consolidated Edison Company of New York, New York City.

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R. C. HAVEN, Safety Engineer, Continental Baking Company, New York City.

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H. O. TILNER, Safety Engineer, United Pacific Insurance Company, Seattle, Wash.

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SLOAN CHILDERS, Safety Dir., Southwest Ice & Dairy Products Co., Oklahoma City, Okla.

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WILLIAM L. FRIGON, Safety Dir., Fred Olson & Son Motor Service Co., Chicago, Ill.
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WILLIAM GRANT, Mgr., Dept. of Safety and Personnel, Pennsylvania Greyhound Lines, Cleveland, Ohio.

*R. C. HAVEN, Safety Eng., Continental Baking Co., New York, N. Y.
*T. B. JOHNSON, Mgr., Delivery Div., Marshall Field & Co., Chicago, Ill.

H. H. KELLY, Chief, Allocation Section, Div. of Motor Transport, Office of Defense Transportation, Washington, D. C.

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H. O. TILNER, Safety Dir., United Pacific Insurance Co., Tacoma, Wash.

*Past General Chairman
†As elected by the delegates in Congress session

TUESDAY MORNING SESSION

October 27, 1942.

Presiding:—J. W. LORD, Safety Eng., The Atlantic Refining Co., Philadelphia

Safety Through Conservation of Men and Motor Vehicle

By H. H. KELLY

Chief, Section of Allocations and Materials, Division of Motor Transport, Office of Defense Transportation, Washington, D. C.

Let's set up a sort of balance sheet and see where we stand at this moment in the field of highway safety. On the credit side, there will be listed such items as these: (1) more "know how" as to accident prevention than we ever possessed before—proven tech-

niques, trained and experienced safety men, well-organized safety activities, effective cooperation among Federal, State and local agencies; (2) improved public consciousness of both the desirability and the feasibility of reducing accidents; (3) an unprece-

d universally recognized. Every vehicle, tires, and so on, in critical moments; (5) a national hour.

On the debit side of the balance sheet, there must be unfavorable items. There is a psychosis, with its recklessness, wastefulness, without-counting-the-costs, individual indifference which seem to have led to the war effort; (3) records of safety work—both war and enforcement, and private agencies, and general business and drawing off of men from war industries; (4) the nation's fleet deprived of its normal and further adversely affected tires.

If a balance were struck between the two sides of the ledger, it would be unquestionable that the favorable elements would be unfavorable. A very great falling off in efficiency to bring about absolute numbers, although the severe same trend.

As a matter of fact, vehicle accidents already. The National Highway Traffic Safety Board shows 21 per cent increase in the first eight months of 1942 over the corresponding period of 1941. The frequency rate, on a basis of about 10 per cent. I think there is a decrease in number of accidents.

While these percentages are encouraging, there's much more to be done when we realize that the persons who lost their lives during the first year of the war were actually a small part of all these victims. In the last quarter were war victims, the nation at a time when it is needed as never before.

Child Education Section

Officers 1941-1942

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Vice-Chairman—GORDON C. GRAHAM, Detroit Board of Education, Detroit, Mich.

Secretary—MARIAN TELFORD, National Safety Council, Inc., Chicago, Ill.

†Selected by the delegates in Congress session.

TUESDAY MORNING SESSION

October 27, 1942

ADJUSTING SAFETY EDUCATION TO WAR NEEDS

Presiding—MARY MAY WYMAN, Supvr., Health and Safety Education, Louisville Public Schools, Louisville, Ky.

Education for Victory

By W. EARL HALL

Managing Ed., Mason City Globe Gazette, Mason City, Iowa

Out in Iowa where I live, a lot of folks think Earl Hall's an extremely foolish person—chasing up and down the state, and slopping over into neighboring states, trying to get motorists and pedestrians to be careful with their own lives.

My offending along this line is aggravated by the further fact that for the past dozen years not one issue of my daily newspaper has gone to press without at least one preaching—usually more—about safety.

One time an editor down in central Iowa wrote a pointed editorial about me. He said very frankly he couldn't imagine a more futile undertaking in the world than chasing around trying to get other people to be careful with their own lives. Although pointed, the editorial was courteous.

First I was shocked. Then I decided to write this editor, trying not to have a chip on my shoulder. I honestly wanted his viewpoint. I asked him why with all the other

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M. A. KRAFT, Accident Prevention Eng., American Transit Assn., New York, N. Y.

E. J. KREH, Mgr., Accident Prevention, Philadelphia Co., Pittsburgh, Pa.

*R. A. McARTHUR, Dir. of Personnel, Public Service Coordinated Transport, Newark, N. J.

*J. M. ORTS, Dir., Safety Education, Public Service Corporation of N. J., Newark, N. J.

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*A. P. SCHENDORF, Advertising Mgr., National Pneumatic Co., Rahway, N. J.

*H. V. SCHREIBER, Safety Eng., Capital Transit Co., Washington, D. C.

H. F. WEBB, Gen. Saf. Dir., West Penn System, Pittsburgh, Pa.

*Past General Chairman

†As elected by delegates in Congress Session

TUESDAY MORNING SESSION

October 27, 1942

JOINT SESSION WITH STREET AND HIGHWAY TRAFFIC SECTION AND INSTITUTE OF TRAFFIC ENGINEERS (REPORTS ON RESEARCH UNDER STREET AND HIGHWAY TRAFFIC SECTION)

TUESDAY NOON SESSION

October 27, 1942

Presiding:—J. M. ORTS, Dir., Safety Education, Public Service Corp. of New Jersey, Newark, N. J.

Accident Research by the American Transit Association

By MERWYN A. KRAFT

Accident Prevention Engineer, American Transit Association, New York City, N. Y.

Rather than give a formal report on the work that has been done, the kind that might be made at an annual business meeting, I shall outline instead the products of our work, the tools which we believe can be used effectively by individual transit companies.

Transit Section

Officers 1941-1942

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