

FILE NAME: National Safety Council (NSC)

DATE: 1965

DOC#: NSC210

DOCUMENT DESCRIPTION: NSC - National Safety Congress - The NSC & You and Officers of the Railroad Section

1965

National Safety Congress
Transactions

Volume 1

GENERAL SESSIONS

ANNUAL MEETING OF MEMBERS
CONGRESS BANQUET
LIST OF EXHIBITORS
GENERAL INDEX OF ALL VOLUMES

NATIONAL SAFETY COUNCIL

425 N. Michigan Avenue

Chicago, Illinois 60611



safety does not begin after this man is selected to be an officer. His training begins while in the ranks. His effectiveness as an officer will be determined by the effectiveness of training he had as a rank and filer. The amount of help you can get from this man as an officer will be in proportion to effectiveness with which he has been trained in safety on the job by his supervisor.

Training, like safety, is everybody's business. We cannot do it alone. As a result we must, more than anything else, carry this important message to supervisors in all jobs in the railroad for the very existence of railroad industry as we know it could very well depend on the success which we have in developing dedicated supervisory leadership who in turn can also teach, lead, instruct, motivate and inspire by good example.

The techniques of training and education whether it be in technology, method, human leadership or safety are being better defined and developed. The "how" of training is an area where personnel directors, trainees, and safety supervisors will, if successful, meet and work together. We shall have to ask for and receive help from experts in education and experienced trainers in distribu-

tion, manufacturing, and transportation. In this respect the National Safety Council will play an increasingly important role in helping us do the job.

If there is any hope for the human race in this day of swift and constant change, it lies in the success of education. Our world problems will engulf us unless we learn to live with one another and unless each of us accepts the responsibility that is ours at home and in the local community, as well as those which we have as world citizens. More laws, more rules, more military power is not the solution. Hopes for the future in industrial safety will not come from more rules, or strict military type of enforcement of them.

Likewise the future of railroad safety depends upon the success which those of us in this room have today in leadership, in communication and in education of all employees in our respective companies. When we reach the point where each individual accepts his responsibility for safety and makes the safety of each of his fellow workers his responsibility as well, then we can say that we have succeeded in our efforts. Until that day comes, each of us must work and work and work toward this end.

THE NATIONAL SAFETY COUNCIL AND YOU

By L. W. DUTTON

Staff Representative, Railroad Section, National Safety Council

A recent check shows that 97 per cent of the railroad employees in the United States and Canada work for companies which are members of the Railroad Section of the National Safety Council. We take pride in this fact and challenge any other Section of the National Safety Council to show almost 100 per cent coverage in any other industry.

The Railroad Section is one of 27 industrial sections of the National Safety Council. The Railroad Section and all the others are represented on the Council's Industrial Conference, which is a sort of parliament of sections. Through the Conference, all sections work together to carry forward

the combined objectives of all the sections and of the National Safety Council as a whole.

The Railroad Section has always been very active in the work of the Industrial Conference, and there is a further point of pride in the fact that a railroad man (our good friend Roy P. Hamilton of the Frisco Railway, now retired) has served as Vice President for Industry of the National Safety Council and General Chairman of the Industrial Conference. Roy Hamilton, incidentally, has served as General Chairman both of the NSC Railroad Section and the AAR Safety Section.

The Industrial Conference in turn is directly responsible to the Council's Board of Directors.

The other program departments and divisions have their own conferences, each responsible to the Board of Directors: Traffic, School and College, Home, Farm, etc. Each is primarily concerned with activities in its own area, but they, and the corresponding Council staff departments, all work together toward the common goal expressed in the Council's current theme, "Safety Everywhere . . . all the time."

This fits in neatly with the objectives of the Railroad Section of the Council, for the section is deeply concerned not only with the safety of the railroad employee on the job, but also with his safety off the job, and with the public safety everywhere. This concern finds its strongest expression in the Signs of Life Program, sponsored by the railroads and conducted by the National Safety Council staff. This program is intended to educate the public in the observance of traffic signs, including railroad highway crossing signs and advance railroad warning signs. Public officials, traffic safety officials, and volunteer organizations of all sorts cooperate in the program, and through it educational material reaches the public from many different directions.

The foregoing is a general description of the way the National Safety Council functions, with particular emphasis on the industrial safety phases. But what does this mean to you as individuals? I would hazard a guess that almost all of you are employed by railroads which are members of the National Safety Council. All of you who are in this situation can consider yourselves members of the Council, entitled to all membership privileges. These privileges include the purchase of all Council materials—posters, data sheets, films, etc., at the member discount of 20 per cent off that price.

Your membership means help in solving your safety problems. The Council staff welcomes requests for information from any employee of a member company, whether he is an operating official, a safety officer, a supervisor, or a rank and file employee. The staff will do its best to find the answer to your problem, and make a practice of sending a copy of their reply to your company's

safety officer in order to let him know of your interest in safety.

The value of your membership in the National Safety Council is in how much you use it.

The Council staff doesn't claim to know all the answers, but headquarters has an extensive safety library and a great amount of published material on industrial safety. In addition, the Council has access to publications and standards issued by other organizations, which can be of help to you.

There is a tendency for people working in any given industry to feel that their problems are unique and that nobody else outside of their industry understands them. The fact is, however, that the basic safety problems are the same in all industries. Whatever your fields of endeavor, if you will analyze your injury experience, I predict confidently that you will find that 20 to 25 per cent of your injuries are caused by falls and another 20 to 25 per cent are caused by mishaps in connection with the handling of materials.

From the very beginning of the atomic energy industry some 20 years ago, the special hazards of radiation were recognized and extreme precautions were taken every step of the way to guard against these particular hazards. The result is that injuries caused directly by radiation are almost nonexistent, and a very substantial proportion of the injuries that do occur in plants manufacturing and using radioactive materials are caused by—you can guess it—falls and material handling.

In our Railroad Section, our experience has been the same, notwithstanding the specialized hazards that certainly do apply to the movement of rolling equipment. I am advised that the same is true in the marine shipping and electric public utility industries, each of which has its own special hazards.

Furthermore, problems specific to certain industries very often also exist in many other fields of operation. For example, the Chemical Section of the Council has published a long list of data sheets dealing with specific chemical compounds. Some years ago, the safety superintendent of a railroad company wrote the Council and asked for information with regard to the safeguards required for the location of an anhydrous

ammonia plant along its main line. The NSC Chemical Data Sheet on the subject of this particular material very satisfactorily answered all the questions which this railroad company had.

Recently, a questionnaire was circulated by an outside group in a particular industry having to do with problems encountered in the use of powder actuated hand tools (commonly known as "stud guns."). It is our feeling that this group could have saved itself a good deal of trouble by referring the question to the Council staff, which has published a Data Sheet on this subject and is also now actively promoting the completion of an American Safety Standard covering these implements.

Perhaps the most important function of the National Safety Council is that of a clearing house for safety information. We commend to your attention the *National Safety News* and particularly, the data sheets, one of which is published in the *NEWS* each month, articles dealing with various subjects, the "Ideas That Worked" department, and the "Consultation Corner."

More and more attention is being given to the production of Data sheets dealing with special sectional problems. In the Railroad Section, for example, several data sheets are in the mill, two of which will deal with maintenance of way machines, on-track and off-track.

A very worthwhile medium for the exchange of information is the newsletter of the section with which you happen to be connected. We feel that our Railroad Section has done a good job in gathering information on particular problems and publishing it for the benefit of all the members of the section. However, newsletter editors always have difficulty in getting members to contribute good factual information, and this is the way in which each member can contribute to the cause by making his solution to problems available to others who may be plagued by the same problems.

The Council offers a total of ten one-week training courses at Headquarters in Chicago each year. Five of these courses cover the fundamentals of industrial safety; three deal with safety training and management techniques; one is on industrial hygiene, and one is especially set up for public utilities

employees. The Council also offers a home study course for foremen, and has various other aids to assist your training programs.

The Council's awards for good industrial safety records (Awards of Honor and of Merit, Certificates of Commendation) are much sought after by railroad companies. The Railroad Section also has its own Railroad Employees National Safety Award plan. Our Railroad Passenger Safety Award program just got under way this year. The Railroad Public Safety Activities Award program is now in its 12th year. Those railroads which participate in these award plans find them to be an excellent stimulus to employee interest in safety, and also great public relations material.

To you as individuals, one of the great values of Council membership is the opportunity provided to associate with people in your own field of work and exchange problems and solutions. The feeling of fellowship is also very worth-while. Sailors, miners, railroaders, steelmen, construction workers, all like to get together with their own kind.

Membership in the National Safety Council in no way conflicts with the work of local safety councils, ASSE Chapters, and other local organizations; rather, what the Council has to offer supplements and reinforces this type of local activity.

The mere act of joining the National Safety Council will not work any miracles for you. Unless you have, or intend to set up, a solid safety program based upon sound management policy, the National Safety Council cannot help you very much, nor can any other organization. But the Council can be your invaluable helper if you have the determination and the program to achieve a safe operation.

Since this month marks the 50th anniversary of the Railroad Section, you may be interested in the following historical outline, which appears in the October Railroad Section Newsletter:

Milestones in Section's Progress

1915—Fifty years ago this month, in Philadelphia, at the fourth annual National Safety Congress, 85 railroad safety men, representing 35 roads, met and organized the Steam Railroad Section of the National Safety Council. This event followed the

organization of the Council by only two years.

The first General Chairman of the Section was Marcus A. Dow of the New York Central. Others active in the organization of the section—and previously of the National Safety Council—were Commissioner Charles C. McChord, ICC; L. R. Palmer, Association of Iron and Steel Electrical Engineers; and R. C. Richards, Chicago & North Western Railway.

1916—Publication of "Bulletins" (posters) started—a series which continued for many years.

1917—Publication of Newsletter began. Newsletter editor having trouble getting contributions.

1918—Activities greatly stimulated by the participation of the United States in the first World War and by the active support of the United States Railroad Administration.

1923—First annual Railroad Green Book; a reprint of an address by L. R. Palmer made before the section session at the 12th Annual Congress.

1928—First Annual Award in the Railroad Employees' National Safety Contest, reported in the first annual Green Book.

1931—Consolidation of Steam Railroad Section, National Safety Council, and Safety Section, American Railway Association because of economic conditions.

1935—Consolidation dissolved. The Steam Railroad Section continued to hold annual sessions at the National Safety Congress.

1938—Steam Railroad Section formally re-organized.

1941—Activities accelerated by the encouragement of safety effort by the Government. Aided by money from the War Fund to Conserve Manpower, the section produced safety films and other educational material, and generally stepped up activity.

1946—Signs of Life program launched. This program is sponsored by the National Safety Council with the cooperation of the Association of American Railroads. Its purpose is to educate the motoring public in the observance of grade crossing signs and signals in the same manner as all other traffic signs and signals.

1947—Name changed to "Railroad Sec-

tion" in place of "Steam Railroad Section—for obvious reasons.

1948—SAFE RAILROADER, a pocket sized magazinette for distribution to railway employees, started publication with an initial circulation of 100,000 copies. Started as a bi-monthly publication, later issued monthly. Publication continued for 11 years.

1952—NSC "Award Plan for Recognizing Good Industrial Safety Records" inaugurated. Railroad Section Special Committee prepared special rules to apply the plan to railroads.

1954—Railroad Public Safety Activities Award Plan (the Golden Spike Awards) inaugurated.

1960—Committee on Motor Vehicle Traffic Safety at Railroad Grade Crossings of NSC Traffic Conference created. Purposes, to promote: uniformity of state laws at highway railroad crossings; safer operation of commercial vehicles at railroad crossing; safer operation of school buses at crossings; improved enforcement of traffic laws at railroad crossings; improved traffic engineering at railroad grade crossings; to help promote the Signs of Life Program nationally.

1965—Railroad Passenger Safety Award Plan inaugurated.

And Future Plans—During its 50 years of existence the Railroad Section has produced hundreds of posters, a number of films, and many other materials for safety education. The members of the section have also made extensive use of the Council's industrial safety materials.

Plans for the immediate future include the production of more railroad safety posters and railroad data sheets. The development of safety training programs and, in general, greater emphasis on supervisor safety training, are in prospect. Off-the-job safety will receive increasing attention. Under the new Traffic Conference Committee, grade crossing accident prevention and traffic safety generally will be pursued with vigor.

The pioneers of the Railroad Section have left us a great heritage; a whole new generation of railroad people who have been constantly exposed to safety education. There are few railroad employees today who have not served throughout their entire career in the era of organized railroad safety.

OFFICERS OF THE

RAILROAD SECTION

NATIONAL SAFETY COUNCIL 1965-66

General Chairman—T. L. HILDEBRAND, Soo line Railroad Co., Minneapolis, Minn. 55440

Vice Chairman—J. T. ANDREW, Great Northern Railway, St. Paul, Minn. 55101

Vice Chairman—G. R. KNIGHT, St. Louis Southwestern Ry. Lines, Pine Bluff, Ark. 71601

Secretary and Newsletter Editor—L. C. McDOWELL, Chicago & North Western Ry., Chicago, Ill. 60606

Associate Newsletter Editors, Canada—J. G. BELDHAM, Toronto, Hamilton & Buffalo Ry. Co., Hamilton, Ont., Canada

Southwest—H. A. LINDERER, St. Louis-San Francisco Ry. Co., Springfield, Mo. 65802

East—W. C. LARAWAY, The Delaware & Hudson Railroad Co., Albany, N. Y. 12201

West—P. W. ACKERMANN, Denver & Rio Grande Western R.R. Co., Denver, Colo. 80201

Central—R. C. LINDQUIST, Northern Pacific Ry. Co., St. Paul, Minn. 55101

Southeast—J. W. THOMPSON, Seaboard Air Line Railroad Co., Richmond, Va. 23213

Contest and Statistical Committee—W. W. OSBORNE (Chairman), Norfolk & Western Ry. Co., Roanoke, Va. 24001; J. P. BOND, SR (Vice Chairman), Baltimore & Ohio R. R. Co., Baltimore, Md. 21201; W. B. GROOME, Union Pacific Railroad, Omaha, Nebr. 68102; *R. P. HAMILTON, St. Louis-San Francisco Ry. Co., St. Louis, Mo. 63109; H. A. HOPKINS, Missouri Pacific Lines-T. & P. Ry., Missouri Pacific Bldg., St. Louis, Mo. 63101; F. C. LAING, Central of Georgia Ry. Co., Savannah, Ga. 31401; W. C. LARAWAY, The Delaware & Hudson Railroad Co., Albany, N. Y. 12201

Audio Visual Aids Committee—L. E. WALL (Chairman), Illinois Central Railroad, Chicago, Ill. 60605; F. R. ELLIS (Vice Chairman), Reading Ry. Co., Reading, Pa. 19601; J. C. MACKENZIE, The Alaska Railroad, Anchorage, Alaska 99501; R. W. BOWMAN, Bessemer & Lake Erie Railroad, Greenville, Pa. 16125; J. P. DONAHUE, Illinois Terminal R. R. Co., St. Louis, Mo. 63101; D. F. GIFFORD, Chicago Great Western Railroad Co., Oelwein, Iowa 50662

Railroad Highway Traffic Safety Committee—G. M. DEMPSEY (Chairman), Chicago, Milwaukee, St. Paul & Pacific Railroad Co., Chicago, Ill. 60606; J. P. KOLOC (Vice Chairman), Illinois Central Railroad, Chicago, Ill. 60605; L. C. McDOWELL, Chicago & North Western Ry., Chicago, Ill. 60606; *H. C. DAULTON, The Louisville & Nashville Railroad Co., Louisville, Ky. 40201; E. H. BLEWER, New York Central System, Cleveland, Ohio 44113; O. W. SMITH, Grand Trunk Western R. R. Co., Detroit, Mich. 48226; H. E. SHAUGHNESSEY, Erie-Lackawanna Railroad Co., Cleveland, Ohio 44115



Home and Off-the-Job Committee—D. P. ARK...
Fe Ry., Chicago, Ill. 60604; J. G. BELMONT (Vice Chairman), Toronto, Hamilton &
Buffalo Ry. Co., Hamilton, Ont., Canada; J. R. BANNERMAN, Canadian National Rail-
ways, Montreal, Que., Canada; R. C. LINQUIST, Northern Pacific Ry. Co., St. Paul,
Minn. 5101; J. R. TILLY, Peoria and Pekin Union Ry. Co., Peoria, Ill. 61611; E. G.
HUSK, The Pullman Co., Chicago, Ill. 60606

Membership Committee—D. K. MILLER (Chairman), The Southern Pacific Co., San Fran-
cisco, Calif. 94105; H. A. HULL (Vice Chairman), Richmond, Fredericksburg, & Pot-
tomac Railroad Co., Richmond, Va. 23220; S. E. CAVALIERI, New York, New Haven &
Hartford R. R. Co., New Haven, Conn. 06506; V. E. SMITH, Terminal Railroad Assn.
of St. Louis, St. Louis, Mo. 63103; D. E. JOHNSON, Kansas City Southern Lines, Shreve-
port, La. 71101; W. R. BROWN, Lake Region, Norfolk & Western Ry. Co., Cleveland,
Ohio 44101

Nominations and Elections Committee—*G. R. HUNTOON (Chairman), Chicago, Rock
Island & Pacific R. R. Co., Chicago, Ill. 60605; *W. V. HAYES (Vice Chairman), New
York Central System, New York, N. Y. 10017; *D. P. RUSSELL, Canadian Pacific
Railway Co., Montreal, Que., Canada

Program Committee—J. T. ANDREW (Chairman), Great Northern Railway, St. Paul, Minn.
55101; G. R. KNIGHT (Vice Chairman), St. Louis Southwestern Ry. Lines, Pine Bluff,
Ark. 71601; R. W. CASSIDY, Chesapeake & Ohio-Baltimore & Ohio, Baltimore, Md.
21201; D. F. GIFFORD, Chicago Great Western Railroad Co., Oelwein, Iowa 50662;
R. P. LITTLE, Elgin, Joliet & Eastern Ry. Co., Joliet, Ill. 60434

Publications Committee—C. E. GARCELON (Chairman), Bangor & Aroostook R. R. Co.,
Bangor, Maine 04401; R. P. LITTLE (Vice Chairman), Elgin, Joliet & Eastern Ry. Co.,
Joliet, Ill. 60434; M. M. ECHOLS, Western Region, Norfolk & Western Ry. Co., St.
Louis, Mo. 63101; GEO. J. DARRY, Chicago, Milwaukee, St. Paul & Pacific Railroad
Co., Chicago, Ill. 60606; J. L. ROHWEDER, Duluth, Missabe & Iron Range Ry. Co.,
Proctor, Minn. 55810

Training Committee—R. M. DOWNES (Chairman), Duluth, Missabe & Iron Range Ry.
Co., Proctor, Minn. 55810; ROSS VAN NESS (Vice Chairman), Chicago, Burlington
& Quincy R. R. Co., Ottumwa, Iowa 52501; E. H. BYER, The Chesapeake & Ohio Ry.
Co., Huntington, W. Va. 25718; J. W. THOMPSON, Seaboard Air Line Railroad Co.,
Richmond, Va. 23213; J. E. SLAVEN, Chicago, Burlington & Quincy R. R. Co., Chicago,
Ill. 60606

Staff Representative—L. W. DUTTON, National Safety Council, 425 N. Michigan Ave.,
Chicago, Ill. 60611

*Past General Chairman