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 F. H. ROSENUSH, Nekoosa-Edwards Paper Co., Port Edwards, Wis.
 S. F. SHATTUCK, Kimberly-Clark Corp., Neeah, Wis., Representative, The American Paper and Pulp Association.
 L. R. SIMPSON, The Brown Paper Mill Co., Inc., West Monroe, La.

MONDAY AFTERNOON SESSION

October 5, 1936

The opening session was called to order by General Chairman E. E. Grant, the Crystal Tissue Co., Middletown, Ohio, who presided. Chairman Grant reported on the progress of the Section during the past year, commending the various committee chairmen on their activities.

Report of Accident Experience Exchange

By A. E. WINSLOW

Manager of Personnel, Hollingsworth & Whitney Co., Waterville, Me.

In spite of the fact that 125 plants reported 1,513 accidents in the Paper Industry Safety Contest this year against 111 plants and 1,448 accidents in last year's contest, the number of reports submitted to our Experience Exchange dropped from 239 last year to 108 this year. We find but 24 plants, out of the 125 reporting in the contest, submitting reports for the Exchange. Of the 18 companies and 36 plants reporting in last year's Exchange, 9 companies and 18

plants were included in this year's tabulations.

The time lost as a result of the 108 accidents recorded for this year's study amounted to 10,160 days. This is approximately 4 per cent improvement over the average days lost per accident in last year's study. The accidents per plant this year range from 1 to 14, which is about a 39 per cent improvement over the preceding year and approximately 80 per cent over the first year's study.

This year the average time lost per individual is 94.1 days, or a reduction of about 6 per cent over last year, and 13.6 per cent over the preceding year. Excluding the standard time charges we find that the average per individual has increased to 24.3 days, or 22.1 per cent over last year's figures and 37.2 per cent over the preceding year's study. In spite of this increase we again find the frequency rate in the contest lower by 1.497, or 9.05 per cent.

We find but one fatality in this year's study compared with two last year and four the preceding year; four finger amputations and no loss of eyes against ten finger amputations last year and seven the previous year and one loss of an eye in each of the two years. 61 per cent of those injured were tour workers, 37 per cent day workers, and 2 per cent not classified.

The marital status of injured persons shows somewhat the same ratio as those reported in previous years. 63.9 per cent married, 33.4 per cent single, against 71.1 per cent married and 22.2 per cent single in 1935 and 72 per cent and 28 per cent in 1934.

The tabulation of accidents by months and days is of even less value than last year and so we merely record that February was high month with 17 accidents and October was low with but 3 accidents.

We find Thursday the fateful day with 21 accidents, and Wednesday with 20 is in second place. Last year Monday led with Friday second, and the first year's tabulations showed Tuesday high and Thursday in second place.

There is definite evidence to substantiate the theory of greatest accident occurrence between 9:00 and 12:00 in the morning and 2:00 and 4:00 in the afternoon. A study of our plant records shows

no serious accidents and very few lost time accidents occurring during the night tour, which is 10:00 p. m. to 7:00 a. m. If employees can work in comparative safety during the night, why do we have so many accidents during daylight hours? Will our study eventually answer this question?

This year's tabulation of hours worked previous to time of injury does not coincide with those of the two previous years; nevertheless it does indicate we are substantially correct in our previous deduction that accidents are prone to occur following several hours of duty and at the conclusion of a tour.

While we cannot confine this year's accident prone age to a span of five years, 25 to 30, as we did in the two preceding studies, we can say without qualification that workers between 20 and 30 give every indication of being more susceptible to accidents than the older employee.

This year's tabulation, according to years of service, with 18.5 per cent of the accidents occurring among employees of less than two year's service and practically 26 per cent with two to four years, substantiates our deductions of the two previous studies that the tendency is for the young employees in terms of service to become injured. With the peak for 1934 in the one to six month class, and 1935 the one to two year class, this year's peak has risen still further to the two to three year class.

In studying the tabulation by departments, as in the two previous years, "machines" still account for the largest number of our accidents, with the repair and maintenance department a close second. The beaters show marked improvement over both of the preceding years and pulp mills improved greatly over 1935 although not doing as well as in 1934. For some reason the finishing departments ran into an extremely bad year, having about a 50 per cent increase over the 1935 figures.

As indicating where we may expect the most of our accidents to occur, we may safely use the total of all three years. The results of such a summation indicate that we may look to the laborers, wood handlers, and the millwrights for approximately one-third of our accidents in 1937.

This year we have only 39 different machines, tools, or appliances involved in the 108 accidents reported, as against 101 in