

it was decided to recommend the proposed merger to executive officers of the American Railway Association and the National Safety Council, both of which have approved the procedure, the continuance of which must necessarily depend upon the results obtained and subsequent safety conditions.

It is fully recognized by both sections that there is a broad and fertile field in which each one can carry on its labors. There is also the realization that safety on the railroads is essentially the problem of railroad men. On the other hand, steam carriers are so closely identified with the public that they can, to fine advantage, avail themselves of such facilities as are offered by the National Safety Council toward securing moral active support in matters of public safety.

Thus, this meeting, held at the same time and place with the National Safety Council, is strongly indicative of the work of your Relations Committee. It is believed further things will be accomplished in bringing about co-ordination of effort in these and all other organizations having as their aim the advancement of safety for the benefit of mankind.

#### "Joining Hands"

Following Mr. Scott's report, the ceremony of "joining hands" was carried out, being participated in by representative officers of the Steam Railroad Section, National Safety Council, and of the Safety Section, American Railway Association. The National Safety Council was represented by George H. Warfel, Assistant to the Vice-President, Union Pacific System, General Chairman of the Steam Railroad Section, and the Safety Section by C. T. Bailey, Chief Safety Agent, Oregon Short Line Railroad, Chairman of the Safety Section, American Railway Association.

Mr. Warfel said in part: My friends, I believe it is entirely fitting that we should begin these sessions together with a ceremony of "joining hands." It is significant of a wedding ceremony, although I must confess that I have not brought a ring with me. However, I do not know that we could be any more firmly married by any ring presentation or any other formality that might be gone through with. I want to assure you, on behalf of one of the high contracting parties, that I do here and now promise on behalf of the organization that I represent, to honor, love and cherish the partner that we have taken, and I assume that the partner is willing to make the same pledge, to the end that together we may accomplish more, may do what all who team up for a life purpose seek to accomplish, to make the world better for their having been in it, to, by example, by precept and by mutual encouragement, accomplish more than either of us could ever accomplish apart.

And so, on behalf of the National Safety Council, I am glad to here formally ratify the merging of the Steam Railroad Section of the National Safety Council and the Safety Section of the American Railway Association.

Mr. Bailey then said in part: Mr. Warfel has expressed the sentiments of one of the high contracting parties to this agreement. I acquiesce thoroughly in the sentiments he expressed. I feel that this consolidation is a step in the direction that we have all been striving for during a number of years. I feel that the accomplishments of this consolidated safety effort on the part of American Railway safety workers will be far reaching. It has opened a vast field for our endeavors and I feel that when we have accepted these responsibilities, the objects we attain through our activities will be more far reaching than ever.

#### The Chairman's Annual Report

Chairman C. T. Bailey then gave his annual report of the activities of the Section during the past year. This was largely a catalog of the various standing committees, with a resume of their activities, all being mentioned and commended highly. In particular, Mr. Bailey had the following to say of the sustained every-year safety program the railroads have been following:

"A resolution was adopted in Salt Lake City early in 1924, calling for a reduction

of at least 35 per cent in accidents by the end of 1930. The general reaction to this endeavor was gratifying. The goal set has been more than accomplished. At the annual meeting held in Denver in 1930, it was decided to continue the plan of having a goal to shoot at, and our all-the-year—every year—safety program has been carrying on with the slogan 33 by '33.

Gratifying progress has been made by all Class 1 railroads in the campaign of reducing the frequency of casualties on American railroads 33 per cent by 1933. In fact, the frequency of reportable injuries to the I. C. C. for employees on duty per million man-hours in 1931 was 19.64 per cent less than in 1930, and the same proportionate decrease is apparent for the first six months of 1932. In 1923, there occurred on Class 1 carriers of this country 30.89 personal injuries to employees on duty reportable to the I. C. C. per 1,000,000 man-hours worked. In 1931, this had been reduced to 7.51 per 1,000,000 man-hours worked, a total reduction of 75.66 per cent. These accomplishments in reduction of personal injuries are the result of the all-the-year-every-year-safety program."

### The Cooperative Objectives of the National Safety Council and the Railroad Industry

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The speaker said in part: It is clear that the safety objectives of the railroads divide themselves quite naturally into two parts. The first we might term the internal objective, and the second, the external or public objective. Let us consider the co-operative objectives of the National Safety Council and the railroads in terms of the first, or internal problem.

Long before the days of the airplane and the automobile, the railroad industry and the public at large both recognized the absolute necessity for safety in railroad operation. This was attested by the regulatory measures imposed by both Federal and State Legislatures. Almost every conceivable kind of legislation was created at one time or another to protect passengers using rail transportation. There was little thought of public obligations and the problem was one which rested entirely upon the shoulders of railroad management. The public demanded that railroad operations be made safe and secure, not, it is true, from the standpoint of the railroad employee, but rather for the benefit of railroad users.

The first step in the evolution of railroad safety then was an engineering development working toward the elimination of physical hazards. This was followed by the establishment of physical and mental standards requiring railroad employees holding responsible positions to prove their capability before they were placed behind the throttle or in any other place where their judgment was required to protect lives and property. Still the pressure which brought these regulations into effect emanated from a point of view focused on the protection of everything but the employee's life and limb. Perhaps no other industry can so easily prove the correlation that exists between safety and efficiency of operation as the railroads. Human breakdown meant disaster to the railroad and it is most interesting to observe the paradox that existed at one time in the earlier history when everything possible was being done to insure safety of operation for the sake of efficiency and economy while at the same moment railroading as an occupation was classed as extremely hazardous.

The National Safety Council has played an honorable and important part in this fine work. The early organization of the Council's Steam Railroad Section brought together for the first time the interests of the railroad safety men. Through the Steam Railroad Section, which has always been one of the largest and most active groups within the Council organization, there has been developed concentrated information having to do with the prevention of accidents peculiar to railroad opera-