

the influence of the machine upon human well-being. It is not surprising that the statement is being made that this depression is to a considerable degree due to the use of machinery. It is not surprising that the phrase "technological unemployment" is in daily usage. These statements are a challenge to the engineering profession.

The engineers of the nation should make a searching examination to determine whether or not some evils, as by-products, have grown out of their work. Undoubtedly they have and if so, it is their responsibility to determine what they are and to eradicate them in so far as possible. As someone has well said, "the engineer has conferred many great services of incalculable value upon mankind, and he cannot afford to be blind or indifferent to their sociological effects. While the factory and the power house increase comforts and add to the amenities, they do not reach their full sociological efficiency as long as they poison the atmosphere or load it with dust. The thousand mechanisms which are employed for transportation and other useful purposes are wanting in perfection as long as they produce excessive and injurious noises. It is the duty of the engineer and it should be his desire to affect the removal of all the objectionable features which accompany his handiwork, so that men may receive untold benefits without the loss of a single one of the comforts which were enjoyed in a less mechanical age."

May we, now, resort to the dangerous matter of making some prophecies as to what may be expected from the engineer in the next 50 or 100 years? There will be witnessed railways electrified and inland waterways developed far beyond our present conception; telegraph, telephone and power lines underground and it may be power transmitted through the air. We shall have homes heated, cooled and lighted with artificial light having all the wholesome qualities of sunlight. We may anticipate homes equipped with television and movietone and supplied with numerous appliances for relieving the drudgery and increasing the enduring satisfactions of home life. We shall have a greatly increased number of synthetic commodities. We shall see the economic and social status of farm life markedly improved.

Then may we not anticipate with confidence the members of the engineering profession taking a more active part in the affairs of government, an agency defined by Burke as "a contrivance of human wisdom to provide for human wants." Since government, according to Clay, "is a trust and the officers of the government trustees, and both the trust and the trustees are created for the benefit of the people", it is the ever increasing duty of the members of the engineering profession to contribute of their time, thought and effort to the development of a sounder and more economic government in order that human wants may be equitably and fully realized.

We should remember that our duty as citizens comes before our duty as engineers. The special or superior knowledge which our training gives us also lays upon us an obligation to use that knowledge in the interest of the public. It is my conviction that the engineer's battlefield of the future should not be alone the subduing and controlling of the forces of nature, but also the combating of the impediments to human progress, security and happiness.

Chairman Lloyd called for the report of the nominating committee whose personnel included E. W. Beck, Chairman, J. I. Ramash, R. McA. Keown, W. R. Smith and A. S. Regula. The following officers were elected:

General Chairman—H. S. Smith, Union Carbide & Carbon Corp., New York.
Vice-Chairman—S. E. Whiting, Liberty Mutual Insurance Company, Boston.
Vice-Chairman—E. S. Beaumont, Peoples Gas Light & Coke Company, Chicago.
Secretary—W. Dean Keeler, National Safety Council, Chicago.

Members of Executive Committee for three-year term—Harry Guilbert, The Pullman Company, Chicago; W. M. Graff, National Bureau of Casualty & Surety Underwriters, New York City; and R. E. Donovan, Standard Oil Company of California, San Francisco.

ADJOURNMENT

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TWENTY-FIRST ANNUAL SAFETY CONGRESS NATIONAL SAFETY COUNCIL



Automotive and Machine Shop Section

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 R. A. SHAW, The Murray Corp. of America, Detroit, Mich.
 R. F. THALNER, Buick Motor Co., Flint, Mich.

TUESDAY MORNING SESSION

October 4, 1932

In the absence of General Chairman C. M. Dotterer, the first session of the Automotive and Machine Shop Section convened in the Wardman Park Hotel with Marvin A. Heidt, Director of Personnel, Budd Wheel Corporation, Detroit, presiding. After welcoming the delegates the chairman said in part:

"The sessions this year have been developed around the economic side of accident prevention. In developing this theme your program committee has built the sessions upon the theory that the Boards of Directors of some organizations are not familiar with the entire scope of the safety functions. On the basis of this theory, a hypothetical company has been designed which has been called the Disc Maniac-