

8 *Twenty-third Annual Safety Congress—National Safety Council*

DR. F. M. SULZMAN, Troy Safety Council.
ALFRED H. SWAYNE, General Motors Corporation.
CLARENCE P. TAYLOR, Massachusetts Safety Council.
ARTHUR M. TODE, Consulting Marine Engineer.
W. W. TRENCH, Schenectady Safety Council.
W. D. TURDEVILLE, San Antonio Safety Council.
J. A. VOSS, Metals Section.
H. A. WALKER, Rubber Section.
GEORGE H. WARFEL, Union Pacific Railroad Company.
DR. CASSIUS H. WATSON, American Telephone & Telegraph Company.
HARRY M. WEDDER, Illinois Bell Telephone Company.
ALBERT C. WHITE, JR., Springfield Safety Council.
S. E. WHITING, Liberty Mutual Insurance Company.
A. W. WHITNEY, National Bureau of Casualty & Surety Underwriters.
W. H. WINANS, Union Carbide & Carbon Corp.
DR. C.-E. A. WINSLOW, Yale Medical School.
HARRY WISE, SR., Chattanooga Safety Council.
J. M. WOLTZ, Youngstown Sheet & Tube Company.
W. E. WORTH, International Harvester Company.
E. J. ZAFT, Safety Bureau, Duluth Chamber of Commerce.
EARL W. ZIMMERMAN, Safety Div., Syracuse Chamber of Commerce.
J. B. ZOOK, Cement Section.

Council Purposes and Policies

The fundamental purpose of the National Safety Council is to conserve human life. It seeks this goal through a continuous campaign of accident prevention that is nationwide in scope, applies to all lines of hazardous activity, and directly or indirectly reaches our entire citizenry. It is a non-profit organization non-sectarian, and free from political affiliations. Since its organization in 1913, it has won respect as an essential national institution.

Inseparable from accident prevention is the Council's work in improving health conditions and preventing vocational diseases in American industry.

Today there are 4,000 members, representing every state in the Union, and many of the Canadian Provinces. There are 400 foreign members. The membership includes industrial corporations, firms, individuals, public officials, schools, chambers of commerce, clubs and civic organizations. About 70 per cent are industrial concerns, including the big steel companies, the oil companies, most of the railroads in the United States, the automotive industry, and others of outstanding importance in our national industrial field.

Origin and Growth

The history of the Council is an absorbing story. Unfortunately it cannot be detailed here. Suffice to say that the *First Co-Operative Safety Congress* was held under auspices of the Association of Iron and Steel Electrical Engineers in Milwaukee, in 1912, and, as a result, the National Safety Council was organized in New York the following year with fourteen members. During the first year the membership increased to 971.

The pioneers of American safety went to work on the sound premise that accidents were an unnecessary part of our social order and that through application of proper remedial measures they could be avoided. They set about to nationalize this theory, and to develop the detailed methods and materials through which accidents could be prevented. The members of the organization now are more than ever convinced that accidents are unnecessary and that they can be and are being prevented. Striking examples of reductions in many different fields prove this contention.

Results of Organized Safety

Since the National Safety Council was organized in 1913, the national accident death rate in all fields excepting motor vehicle has been reduced 42 per cent. The motor vehicle accident problem continues to be a serious one. While there was a slight decline in fatalities in 1932—the first drop that ever occurred—1933 witnessed a slight increase, and the rise has been so accentuated during the first three-quarters of 1934 that the year will probably represent a new all-time high. Better-than-average results in motor vehicle safety have been achieved among school children, in commercial vehicle fleets, in states with properly administered drivers license laws and in cities with an effective community safety organization. These bright spots indicate that the national problem can be solved by a careful study and application of the methods which have already produced results.

The National Safety Council was started as an industrial safety organization and the best results are to be expected in this field. Here spectacular achievements have been made. The steam railroads, for instance, have reduced the accident rate among employees 75 per cent during the past ten years. A group of our largest steel industries have cut their accidents 90 per cent since 1913. Every year, scores of industrial establishments go through the entire year without a single disabling injury among their employees.

Along with these reductions the whole psychology of accidents has changed. Employer and employee both look at the proposition from a different viewpoint than they did some two decades ago. Accidents now are really out of date. In many