

**NATIONAL
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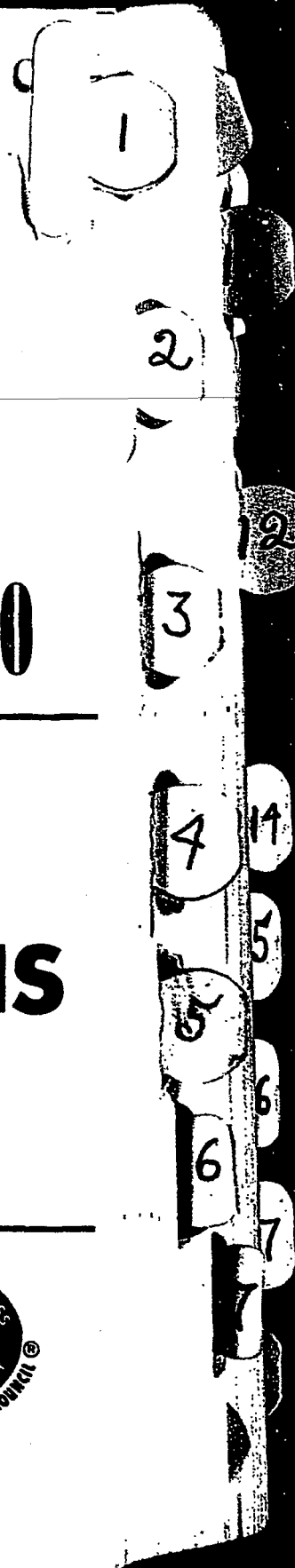
GENERAL SESSIONS

NATIONAL SAFETY COUNCIL

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*Three members of the Board of Directors, Mr. Ashworth, Mr. Duffus and Mr. Wilson, had died since the election as this volume went to press.

MINUTES OF THE ANNUAL COUNCIL MEETING

The 1960 Annual Council Meeting of the National Safety Council was held in the Grand Ballroom of the Conrad Hilton Hotel, Chicago, on October 17, with Howard Pyle, President, presiding.

Following the singing of the national anthem, the Invocation was offered by Rabbi Bernard Martin, Associate Rabbi of Sinai Temple, Chicago.

In welcoming the delegates, Mr. Pyle extended special greetings to those present from foreign countries, and to the large number of young people in attendance, who were participating in the youth sessions of the Congress. He then proceeded with the business of the meeting by announcing a quorum present, in person or by proxy.

It was voted to dispense with the calling of the roll; also to dispense with the reading of the minutes of the previous annual meeting, as the minutes had been printed and circulated to the membership.

Mr. Pyle called for the report of the Nominating Committee which consisted of the following members: Edward C. Myers, Chairman; E. J. Buhner, H. G. Mangelsdorf, Thomas C. Morrill, Herman J. Spoerer, Arthur E. Stoddard, Robert S. Wilson.

Mr. Buhner reported in behalf of the Nominating Committee, pointing out that the Constitution authorizes the Committee to name candidates for election to the Board of Directors and to all elective offices, and to place in nomination at the Annual Council Meeting said candidates, as well as the candidates for election to the Trustees named by the Trustees. The selections of the Committee, Mr. Buhner stated, were reported to the Secretary of the Council more than 75 days before this meeting, and were announced to all members of the Council on September 2, 1960.

Mr. Buhner then presented as nominees for Trustees of the Council, to be elected for a three-year term: Melvin H. Baker, Elmer Bobst, Lucius Clay, Charles R. Cox, J. Doyle De Witt, Frederic W. Ecker, John F. Gordon, Bowman Gray, Neil McElroy, T. S. Petersen, G. T. Pownall, Edward L. Shea, Dr. John F. Thompson. (Secretary's Note: A complete list of the Trustees, in-

cluding those nominated and elected at this meeting, as well as those continuing in office from previous elections, is given on previous pages of this volume.)

Mr. Buhner presented nominations for Directors, explaining that the terms of Directors vary from one to three years, and that each nominee was advised of the length of his term. (Secretary's Note: A complete list of the Directors, including those nominated and elected at this meeting, as well as those continuing in office from previous elections, is given on previous pages of this volume.)

Mr. Buhner presented nominations for the Elective Officers of the Council, to be elected for a term of one year. (Secretary's Note: A list of the Officers nominated and elected at this meeting is given on a previous page of this volume.)

There were no nominations except those presented by Mr. Buhner. Mr. Pyle announced that there were 28,253 votes favoring the slate presented by the Nominating Committee, and no votes opposed. Those attending the meeting voted without dissent in favor of the nominations, and Mr. Pyle declared the nominees elected.

Mr. Buhner paid special tribute to Officers retiring from their positions, as follows: Walter F. Carey, completing three years as Chairman of the Board of Directors; Miss Marion E. Martin, completing eight years as Vice President for Women; Kirk Fox, completing four years as Vice President for Farms; Dr. Earle S. Hannaford, completing one year as Vice President for Industry; P. L. Siemiller, completing four years as Vice President for Labor; Walter K. Koch, completing four years as Vice President for State and Local Safety Organizations; Edward C. Myers, completing four years as Vice President for Membership; Wesley I. Nunn, completing one year as Vice President for Production. Mr. Buhner also referred to the elevation of William H. Lowe from Vice President for Finance to Chairman of the Board of Directors, and to his own retirement as Vice President for Motor Transport.

Mr. Pyle introduced various Officers of the Council who were seated on the speakers

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Mr. Pyle as Director of F the National of America, National Safe

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Annual Council Meeting

form. He also announced that the 1961 National Safety Congress would be held in Chicago, October 16-20.

Mr. Pyle called upon Donald M. Higgins, Director of Health and Safety Service for the National Council of the Boy Scouts of America, who presented a plaque to the National Safety Council, reading as follows:

"In 1960, its Golden Jubilee year, the Boy Scouts of America gratefully recognizes the National Safety Council for significant service to American boyhood through scouting."

Mr. Pyle expressed the Council's appreciation for this recognition by the Boy Scouts and in turn expressed the Council's gratitude

for the vigorous support which the Boy Scouts have given to safety over a period of many years.

Mr. Pyle then introduced Walter K. Koch, retiring Vice President for State and Local Safety Organizations, whose address "Organized Safety's Front-Line Fighters" is included as a part of these Transactions, on following pages.

A report by G. C. Stewart, Executive Vice President, and the President's address given by Mr. Pyle, are also included as a part of these Transactions, on following pages.

R. L. Forney
Secretary

ORGANIZING SAFETY'S FRONT-LINE FIGHTERS

By WALTER K. KOCH

President, Mountain States Telephone & Telegraph Co., Denver, Colo.
and Retiring Vice President for State and Local Safety Organizations,
National Safety Council

Almost exactly two months ago today, one of the most fascinating ball games in history was being played.

The field was a seemingly-limitless expanse of broad Pacific Ocean 300 miles off Hawaii. The catcher was a C119 Flying Boxcar of the United States Air Force. The catcher's mitt was a pair of 38-foot steel poles with rope strung between them. And the ball was a 300-pound capsule ejected in space by an orbiting Discoverer satellite.

The score in this contest is, of course, now history. The capsule was indeed snared in the glove of steel and rope, and the first mid-air catch of an object returning from space had been made.

This was the climax of months of effort by a team operating on many fronts—in the laboratory as well as in the cockpit; at monitoring posts and at administrative desks from Hawaii to Washington. The catch was a triumph of organization, and the key men in this organization were the crew of the Flying Boxcar. They were the front-line fighters. Their work spelled the difference between success and failure in a vital experiment.

In this sensational feat of the space age, there is, I think, an important reminder to those of us in the safety movement. It is the reminder that adequate and effective organization must exist at all levels if success is to be ours. Further, it is a reminder that the key part of any organization is the front-line fighter.

The front-line fighter for safety is found in our state and local councils. It is at the local level that our goals can be achieved or our efforts nullified. After all, our national safety problem is merely the sum total of all the local safety problems that exist across this broad land. Accidents happen where people live, and this simple fact underlies the importance of strong state and community councils—organizations that can fight the safety problem in the front lines.

The job of organizing for this front-line fight is a double-barreled one.

First, we must see that safety organizations exist wherever there are accidents and safety problems—and this we all know is in every one of our 50 states and in every community within those 50 states. Of course, we are willing to limit the organization of community councils to those cities of sufficient size to be able to support them, but even this compromise with reality leaves us an Everest-sized challenge.

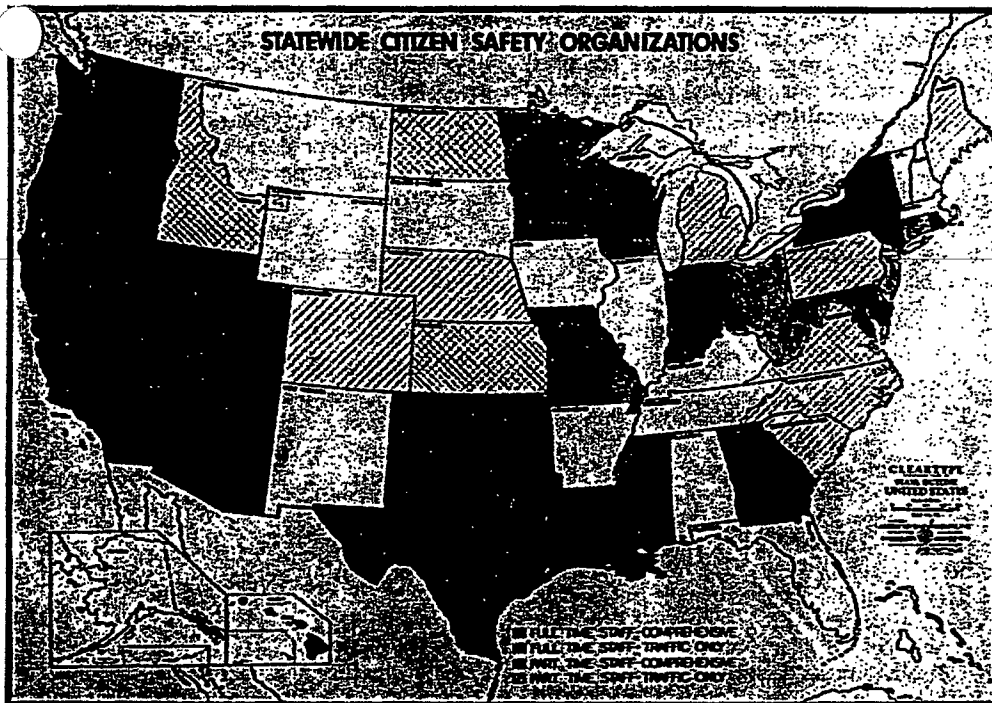
I believe it was Plato who pointed out that "the beginning is the most important part of the book." And surely the physical existence of state and local organizations is the very necessary beginning of our job. After formation of these groups, however, there remains the essential and sometimes much more difficult task of being certain that these local organizations are effective. This is the second barrel of our organization job—helping local organizations to perform effectively.

This has been the challenge to the National Safety Council in the four years that I have had the genuine pleasure of serving as the Vice President for State and Local Organizations. These years have been busy ones, and I believe truly profitable ones, too. During them, our front-line organization has expanded rapidly and its performance has steadily improved.

Today, as indicated on this map of "State-wide citizen safety organizations," 35 states have some form of citizen organization mobilized to battle accidents. Twenty-four of these organizations are fully staffed. Eleven others operate with part-time staffs.

Supplementing the state organizations are many community associations that work locally to develop citizens who are informed, safety-minded and willing to support sound measures for safety improvement. An important number of these local groups are spotted on this second map showing "Metropolitan citizen safety organization."





Map 1



Map 2

If you will mentally superimpose this second map over the first, you will have an idea of the extent to which we are presently organized for accident prevention at the state and local levels.

Even, then, however, only a part of the story has been told. Communities of less than 100,000 population are not shown on this map, nor are communities over that size having only part-time staffs. All of these must be added in to complete the picture, which is an impressive one. Our population coverage is excellent. Most Americans live in areas served by some kind of safety organization.

To reach this present coverage, we've done considerable growing in the past four years. Nine new statewide groups were formed, and two additional state councils undertook major reorganizations. Ten new community councils were created, and five others—including the Greater New York Safety Council—have effected fundamental self-improvements. The increased impact on the accident problem cannot fail to make itself felt, but, as I mentioned a while ago, sheer numbers of councils are not the whole answer to our organization problems.

Here our second job comes in—the continuing task of helping local groups do their work effectively. Our work in this area has been described by some civic leaders as the most important work ever undertaken by the National Safety Council.

This importance has its roots in several factors. One of these is the history of organized safety which is full of the scattered bones of "quickie" safety councils that lived just about as long as the few hours it took to establish them. Unfortunately, the memory of these hasty efforts lingers in a community and often handicaps efforts to set up a soundly-conceived organization. A second factor is the long-recognized need for the recruitment of more top community leadership and for adequate financing.

Several years ago, these factors were recognized as a major problem by the National Council's Board of Directors. A committee under the chairmanship of William H. Lowe made an intensive study into the problem. The committee's conclusion, reached in 1957, stated the problem forthrightly. Among the things it told us were these:

1. The greatest deterrent to successful fund raising for state and local safety organizations is the lack of business confidence in them.

2. The present system of National Safety Council chapters does not enjoy the confidence of leadership most interested and able to support it.

3. To get business confidence, endorsement by the National Safety Council must mean something.

4. Standards of performance must be established.

5. Endorsement by National Safety Council should be based on regular program audits.

These conclusions led to the establishment of an intensive improvement effort now known as the inventory and appraisal program. At the start, the scope of this program included requirements for:

- a. establishing policies and criteria
- b. helping with on-the-ground program audits
- c. evaluating and accrediting, for business and other support, those organizations that met established standards
- d. and, finally, providing help not only to those groups who did not fully meet these standards but to all organizations in the continuing process of self-improvement.

With these jobs before us, we went to work.

Necessary publications were prepared and approved as guides. This was Step 1—establishing policies and criteria.

As for helping with the audits, Step 2—National Safety Council field men spend an average of six days working with each of the councils putting the necessary information together.

This information is evaluated by a committee of the conference of state and local safety organizations, and finally acted on by the National Safety Council Board of Directors. These councils which meet the standards are then accredited. This is Step 3.

Let me say here that not all organizations have been accredited and that it has been necessary to withdraw some of our charters.

At present, 18 state citizen organizations, one provincial, and 70 metropolitan groups

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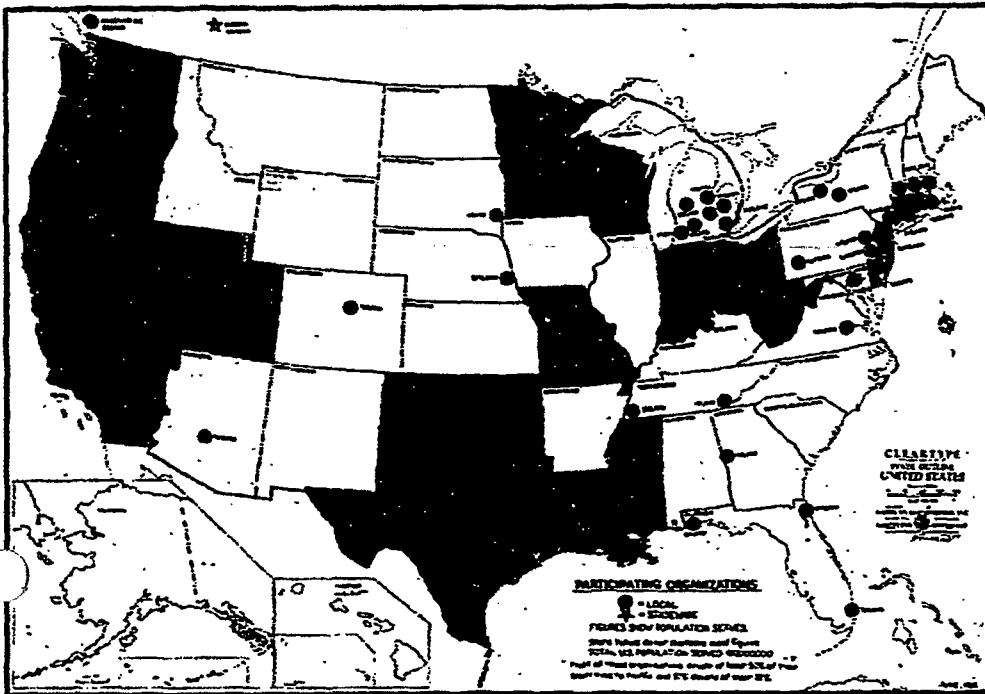
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taking part in the inventory and appraisal program. The metropolitan groups serve 58 million people in their areas. An additional 50 million people live in the 18 states. All of this totals 61 per cent of the United States population.

process if we are to maintain the spirit of the Lowe Committee Report.

In order to provide active help to safety organizations everywhere, the National Safety Council Board of Directors has established a committee on state and local

National Safety Council
INVENTORY AND APPRAISAL PROGRAM
of State and Local Citizen Safety Organizations



Map 3

Thirteen state and 65 local organizations have been definitely recommended for support, and the remainder are in various stages of the process. You can get a visual impression of this program's scope from this "inventory and appraisal" map.

Perhaps the most impressive point of all is that some 1,500 staff recommendations for improvement have been made to state and local councils for strengthening their operations. Reports to date show that approximately 1,000 of these already have been put into effect, and most of the remainder are being implemented as long-range projects.

A system of annual follow-up surveys is being worked out. This will be a continuing

safety organizations which I have had the honor of serving as chairman.

The committee's purpose is to assist the conference of state and local safety organization and the staff is strengthening these state and metropolitan groups. It has access to the entire enlarged board for assistance in specific areas.

I cannot leave this description of the inventory and appraisal program without paying tribute to the members who took part. This was a thorough-going self-appraisal accomplished only by a great deal of hard work by the council managers and their officers. "Knowing thyself," as Cervantes said, "is the most difficult lesson in the world."

Everyone agrees, I believe, that the results have been worth the effort. One indication of this is that the national staff tells me there is an increasing number of inquiries from businessmen asking whether they should contribute to specific safety councils.

This brief look backward has, I hope, illustrated how we got to our present point in history. Now the future lies in front of us. It is a new future to be sure, and yet I believe you will join me in feeling that the challenges to safety organization in this future are not new. They are, basically, the same that have confronted us in the past:

First, to expand the number of state and local organizations;

Second, to help these organizations, in every way possible, in making their work efficient and effective.

The first of these challenges is shown graphically in our last map, "Target areas." The diagonal band running across the na-

staffed groups. Our challenge is to remove that diagonal stripe and those stars from the map.

Our second challenge ahead is the continuing need for self-improvement. It seems obvious that the inventory and appraisal program must continue permanently. If there is any temptation to tell ourselves after a few years that these appraisals are time-consuming and too much trouble, we may be in danger of washing out all that has been done. Abandoning the appraisals would mean backsliding to the place where we were years ago.

I make these observations about the future keenly conscious that someone else will have the responsibility for organizing our frontline fighters in the future. I say this with a sincere note of sadness, for the past four years in the safety movement have been profitable and pleasant ones for me. I wish you much success in the future. I know your efforts are bound to succeed, for you have a magnificent humanitarian cause

My report is contained in my remarks.

The first Council's "Rural in national language and of what you people again where they travel.

The second consists of a series of activities by our committee. The term of a good description. I urge sections of the country that copies may be of the conference.

In this, my speech directly to you of some and some of the things on our agenda.

Since their report this morning on our agenda.

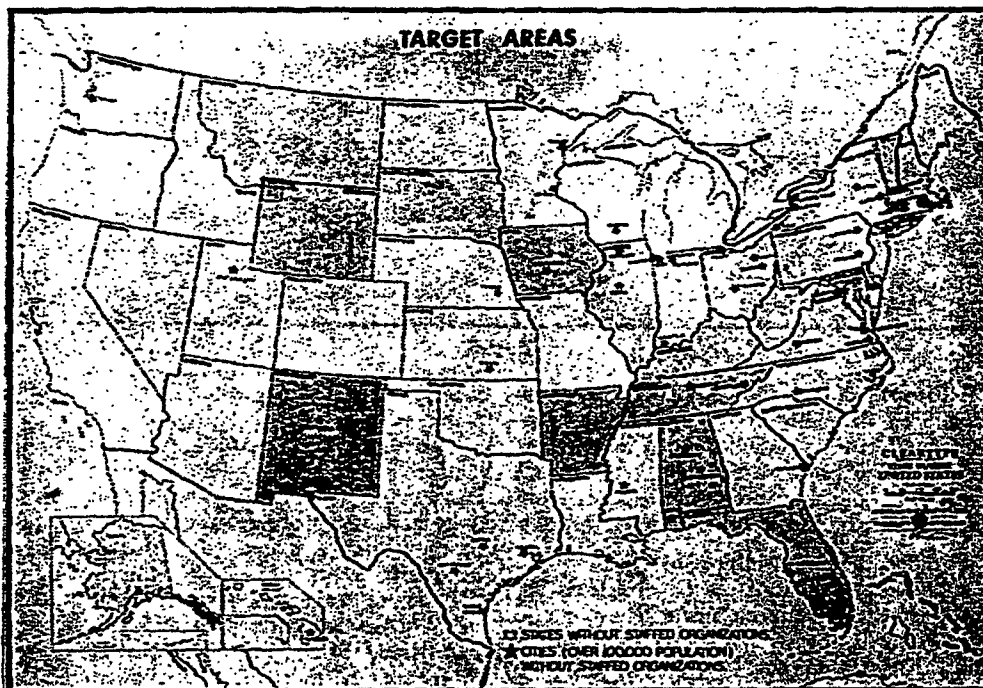
Your Committee carry on the not wait until initiating new hold expense believe that to operate.

Our situation of this year—

Income—\$ (highest in the country) expenses over

If income holds up at the expenses and the year. In the country advanced there may be

One problem presenting to



Map 4

tion indicates states in which there are no statewide citizen organizations. The stars show major cities which do not support

—the cause of helping Americans everywhere to greater health and well-being through safety.

ACTIVITIES REPORT

By GEORGE C. STEWART

Executive Vice President, National Safety Council

My report on the affairs of your Council is contained in two written documents and in my remarks here.

The first of the written reports is the Council's "Report to the Nation." It is general in nature, written in non-technical language and designed to inform the public of what your Council is doing to protect people against accidents where they live, where they work, where they play and as they travel. I commend it to your attention.

The second of the written reports consists of a somewhat detailed accounting of the activities which are carried on jointly by our conferences and the Council staff. The term conference-staff team is, believe, a good descriptive term of these joint efforts. I urge that each of you read those sections of this report covering the conferences that are of major interest to you. Copies may be obtained from the secretaries of the conference.

In this, my only opportunity of the year to speak directly to you, I would like to tell you of some of your Council's problems and some of its achievements.

Since there is to be no formal financial report this morning, let me just say something on our financial situation.

Your Council spends all of its income to carry on the work of the Council. It does not wait until funds are in the bank before initiating needed work. It does attempt to hold expenses within anticipated income. I believe that this is the way you want us to operate.

Our situation for the first nine months of this year—

Income—\$4,108,000, expenses—\$4,168,000 (highest in Council history); excess of expenses over income—\$60,000.

If income for the remainder of the year holds up at the rate of the first nine months, expenses and income will be in balance for the year. If economic conditions in the country adversely affect Council income, there may be a deficit.

One problem of long standing is that of presenting to our members, our friends and

the public a clear and accurate picture of what the National Safety Council is and how it functions. In conversations and in letters, I have found that one or more of the following pictures of the Council are held by too many people.

They think the Council—

Is a branch of the federal government

Has legislative authority and police powers

Is financed by public funds

Works only on holiday week end traffic deaths

Is a tool of big business

Will permit its name to be used to promote special interests in return for financial assistance.

I am sure that you will agree that such conceptions retard the safety movement and hurt the efforts of the Council. Your help is needed in this matter—and in order that we may all have the same picture, let's briefly review the facts.

First, why is there a National Safety Council?

Accidents cause suffering, hardship, economic and social losses and impair productivity. The prevention of accidents is therefore in the national interest.

The prevention of accidents requires the intelligent efforts of individuals, groups, government, business, industry and other types of organizations. These individuals and groups require the services of one organization devoted solely to accident prevention; an organization where data on accidents is collected, collated and disseminated; an organization that provides means for the exchange of information; an organization that trains key people in accident prevention work; an organization that helps to establish standards, which provides technical assistance, measures progress and recognizes achievement; an organization that offers its facilities to others in order that there may be a voluntary coordination of effort.

To meet these needs, the National Safety Council was created and developed over the past 47 years.

What is the National Safety Council?

The National Safety Council is a federally chartered, non-political, non-profit, privately financed corporation. It has one, and only one, objective which is the prevention of accidents where people live, where they work, where they play and as they travel.

It operates as a Council — inviting, encouraging and assisting others to join in the war on accidents. As an example, and I could give you many, just the other day, the president of the Rexall Drug chain spent several hours with us in discussing ways and means through which the thousands of Rexall stores could be used to reach families with accident prevention information. The Council's strength lies in the knowledge and experience of its members and its staff. It is truly American in concept in that its members voluntarily give of their time and talent for the welfare of others.

What are the basic principles that govern the Council's operations? Here are examples of these basic policies.

The Council shall—

1. Operate as a non-profit, non-political association devoted exclusively to accident prevention.
2. Operate in the general public interest.
3. Serve no special interest.
4. Not endorse any commercial product or enterprise.
5. Work cooperatively with officials and private organizations.

The picture I have just drawn of the Council is a true one. It is the picture I ask you to help portray to members, to friends and to the public.

Another problem — the Council cannot meet all the legitimate demands placed on it. As our conference-staff teams perform in a given field, their very performance generates requests for more activity.

The Council needs a larger field staff to work with officials and with state and local safety councils. Too often we see interest in safety fade because we cannot promptly move in with on-the-spot assistance.

The Council needs resources to do a better job with schools and colleges and in the fields of home and public safety; and to

expand its work with youth, civic, labor, women's, fraternal and religious groups to get them working more actively for accident prevention.

The Council needs additional staff to service memberships in the industrial, business and motor transport fields.

As you well know, the limitations on the Council's ability to serve are set by its financial resources, and I believe you should know something of the resources.

Only two broad areas of activities are self supporting. They are the areas of industry and commercial motor vehicles. All the remaining areas of the Council's activities have to be supported by:

Donations to the Public Service Fund

Special grants—earmarked money

Profits from industrial and motor transport operations.

The Council's income is derived from:

Donations to the Trustees' Public Service Fund—9 per cent

Special grants for specific activities—9 per cent

Dues and sales of materials—82 per cent.

From these percentages it is perfectly clear that only when income from dues and sales is healthy is it possible to provide the resources for effective work in fighting non-occupational accidents.

It is in the interest of all the conferences that our members and our friends take every opportunity to promote and encourage the use of the Council's services and its materials. I urge that you do so.

So much for problems—serious as they are at times, the accomplishments of your conference-staff teams relegate them to the background. You have in your conference-staff teams highly qualified, determined and aggressive forces that are preventing accidents. I could and would enjoy spending hours telling you of their work, their growing prestige and their many, many successes. I shall have to limit these accounts to one illustrative example in each conference area. Let's run down the list.

Industrial Conference—The establishment and operation of a home study course in industrial safety with an enrollment of 300 already achieved.

Motor Transport—to Columbia terminate reas behavior. T1 of 8,500 two Safe Driver 5,800 complied by C analyses of finalists we they underw knowledge : From all o driver in the

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Motor Transport Conference—Assistance Columbia University's pilot study to determine reasons for good and bad driver behavior. The Council provided the names of 8,500 twenty-year safe drivers from its Safe Driver Award records. From these, 5,800 completed questionnaires were received by Columbia University. From the analyses of the questionnaires, six semi-finalists were brought to Chicago where they underwent mental, psychiatric, health, knowledge and driver performance tests. From all of this, the safest professional driver in the United States was selected.

Research and Statistics—The development of two new and significant award programs. One, the Trustees Award, the Council's highest recognition, given to one city and one state having the best performance in the prevention of all types of accidents. The other award is the Metropolitan Life Award given to encourage research workers to include the problem of accident causation in their studies.

School and College—The recognition of outstanding safety education programs to some 5,000 schools.

Home Conference—The expansion of the Home Safety Inventory program from 70 to some 350 cities. Also, the increasing use of the *Home Safety* magazine by employers.

Women's Conference — The clarification and development of a broad program to enlist women's organizations in the war against all types of accidents with emphasis on reaching families.

The Conference of State and Local Safety Councils—Progress in the inventory and appraisal program which is to be discussed by Past Vice President Koch.

Traffic Conference—The greater use of the Annual Inventory of Traffic Safety Activities by states and cities. This program measures progress and recognizes achievement in the action program of the President's Committee for Traffic Safety. This year 49 states and over 1,200 cities are using this service to improve their efforts to prevent traffic accidents.

Production Committee—The changing of the *Home Safety Review* magazine from a technical to a family type of publication and its increased use by business and industry for their employees.

Membership Committee—A 45 per cent increase in non-member sales, an indication of the extension of the Council's influence in accident prevention among a larger segment of the nation.

Labor Conference — Participation of unions in the Labor Day Safety Campaign. Union efforts received support from clergy, employers, civic and fraternal organizations and state and local safety councils.

Youth Committee—The development of an award program for youth organizations and the initiation of a youth traffic safety pilot program in the State of Georgia.

Religious Committee—The organization of state and local religious committees to carry on accident prevention activities. The moral concept of safety has been extended to 50 states through seminars, Safety Sabbaths and governors' conferences.

Farm Conference — The completion of state farm safety committees in all but three of the 50 states, and the strengthening of these committees through regional conferences. Two conferences were held this year with highly gratifying results.

Public Information Conference—The most significant thing the Public Information Department has done in 1960 is to put the emphasis in all its material to the media and to the public or people and their attitude toward safety, rather than the things people might do—inspection of cars, etc.—to prevent accidents. In other words, we have tried to personalize and humanize our approach to the public more than in the past.

Public Safety Committee — The creation of a committee to deal with the prevention of accidents in public places. Top government, industry and civic leaders have accepted appointment to this committee.

These examples of the activities of your Council suggest the breadth and scope of its work. It also indicates the positive approaches and their acceptance which every day become more characteristic of the Council's efforts.

Now, what have we accomplished in relation to our objective—the prevention of accidents?

At the end of seven months of 1960, the nation's accident death total was about unchanged from the previous year. This was accomplished despite further increases in

1960 National Safety Congress

population and in the number of motor vehicles on our streets and highways. A great expansion in recreational activities, too, has exposed the nation's population to new and great hazards as boating, swimming, hunting, flying and other activities have captured the leisure hours of millions of people.

Despite the attendant increase in accident potential, the rate of death (deaths per 100,-

000 population) actually dropped nearly 2 per cent during the first seven months of 1960 to 50.6, the lowest rate on record. For specific classes of accidents, changes in death totals during the first seven months were as follows:

Motor Vehicle	+ 1 per cent
Home	+ 2 per cent
Work	- 1 per cent
Public	- 2 per cent

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THE PRESIDENT'S REPORT

By HOWARD PYLE
President, National Safety Council

Now for the few summary observations that should be made before we adjourn this annual business meeting of the 48th year of the National Safety Council.

I hope it isn't unbecoming for one in my position to be publicly proud of the organization with which he is identified, because this is exactly the way I feel about the National Safety Council. The reasons are as numerous as the names of those of you with whom I have had the privilege of working during my relatively short time with the council.

The farther I travel in the company of our field representatives, the more contact I have with the leadership of our local Councils, the better I learn to know the make-up and abilities of the members of our headquarters staff and the more I associate with those who join in the policy-making, the more convinced I am that this organization has few if any limits in what it is destined to accomplish.

In this connection, I know it isn't likely that many of you have had the time as yet to carefully review the Council's latest Report to the Nation, otherwise entitled "Accident Prevention Works." While General Stewart has commended it to your attention, I want to urge that you consider it as required reading.

As far as I am concerned the theme of this document turns a corner in this work we are doing that is as vital to our success as is adequate financing.

It goes without saying that we know accident prevention works, but we are not even a baker's dozen compared to the tens of thousands of our citizens who are so constantly exposed to the tragic details of accidental death and injury that we know could have been avoided. The result—a certain fatalism about accident prevention that is neither justified or permissible if we are to have the active and intelligent cooperation and support we must have if we are to be as effective as we simply have to be.

In accident prevention our basic appeal is not for huge sums of money to be invested

almost entirely in the exploration of unknowns. Research we must have, and we all know how vitally important it is in the science of safety; but today's biggest job for us is making the absolute most of what we already know about accident prevention.

Hence the reason for doing a better job of selling the idea that *accident prevention works* when the known techniques, methods and procedures are given a chance to work.

In the last ten years alone the population death rate for all classes of accidents has been reduced 15 per cent. It is down 30 per cent for home accidents. Occupational deaths per 100,000 workers have dropped 18 per cent. The motor vehicle mileage death rate (deaths per 100 million miles of travel) has improved 28 per cent.

During this same decade, spectacular gains were made in worker safety. Accident frequency rates went down—

64 per cent in electrical equipment manufacturing plants,

62 per cent in the manufacturing of automobiles.

59 per cent in the gas utilities business,

55 per cent in machinery,

51 per cent in rubber,

36 per cent in all industry.

Four out of the first five industrial world records for safety on the job have already been broken this year.

Certainly this is proof positive that we don't have to wait for some magical breakthrough—a vast unknown at some date uncertain—in order to provide more and better protection from accidental death, injury and economic loss for our people *everywhere . . . all the time*.

So, when the National Safety Council appeals for financial support it is essentially for applied accident prevention.

One needs only to survey the extent to which the industrial community supports applied accident prevention on-the-job through the payment of Council dues and the purchase of materials, to be tremendously im-

pressed with industry's belief in applied accident prevention.

The puzzling thing is how there can be such strong conviction about applied accident prevention on-the-job on the part of thousands of our most progressive concerns while scarcely 700 of them are annually willing to make tax deductible contributions through our Trustees for accident prevention as applied to greater safety where we all live, play and travel.

Remember, it's in these areas—the home, the public place and along our highways—that we are faced with more than 85 per cent of our national accident prevention problem. Still, our Trustees, with all their influence and willing effort, have in recent years been unable to raise as much as \$500,000 a year to be used specifically for applied accident prevention where we need it the most. Some companies and segments of business have been most generous, but from thousands of firms the answer is consistently . . . *NO!*

Nor is this the experience of your National Council alone. I dare say that I have described almost exactly the fund raising experience of most of our state and local safety councils.

It has continued to be the policy of the National Council to believe that free enterprise would prefer to be the responsible agent in this unusually fertile field for the finest kind of public service. We still believe this, but we must do better than we have been doing if we are to avoid the

indictment of failing to be equal to the responsibilities with which we are charged under our Congressional Charter.

As in all matters pertaining to the affairs of the Council, the suggestions of the membership are both wanted and welcomed. You are the strength of this organization. You and those with whom you are associated are known to be among the Council's principal supporters. You have not failed this organization in the past and you will not fail it in the future.

In conclusion, and once again speaking for the Trustees, the members of this distinguished arm of the National Safety Council are more than pleased to be identified with the Council's newest and most valuable award.

The Trustees' Award, to be presented tomorrow evening for the first time to one city and one state for all around superiority in every category of accident prevention, will be known as the highest ranking of all the Council's awards.

It has been my happy privilege to work out many of the production details for the creation of this rather unique departure from the conventional in awards. So, I have a right to be just a little nervous about how you're going to feel about it when you see it.

Believe me . . . it's an exclusive . . . it's beautiful . . . and as worthy to be coveted for itself as for the achievement it will memorialize each time it is presented.

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NATIONAL SAFETY CONGRESS BANQUET

The banquet of the 1960 National Safety Congress was held in the Grand Ballroom of the Conrad Hilton Hotel, Chicago, on October 18, with William H. Lowe, Chairman of the Board of Directors, presiding.

The Invocation was given by the Reverend William F. Graney, assistant editor of *The New World*, Chicago. Reverend Graney's prayer is printed on a following page.

During the dinner, banquet guests were entertained by an orchestra under the direction of Johnny Jones. The entertainment feature of the evening was a musical program presented by the "Singing Men of Steel," a choral group from the South Works of the United States Steel Corporation, Chicago, under the direction of Harry S. Walsh.

Seated at the speakers table, and at special tables on the ballroom floor, were the Council's Officers and members of the Board of Directors. All were appropriately introduced to the banquet guests by the Chairman.

Greetings were extended by the Honorable Richard J. Daley, Mayor of Chicago, who expressed his conviction about the importance of safety effort and pointed with pride to the substantial reduction in traffic deaths which has been achieved in Chicago.

President Howard Pyle presented the Trustees Award of the National Safety Council to the Honorable Robert B. Meyner, Governor of New Jersey, and to the Honorable James Gilmore, Mayor of Kalamazoo, Michigan. New Jersey and Kalamazoo won the awards—the first to be presented—for their accident prevention performance in 1959.

The award will be presented annually to the State and the city which, during the year, did most to protect their citizens from accidents of all kinds. The award is based not only on actual accident records, but on accident prevention activities by media, churches, civic and youth groups, public officials, and safety organizations.

For earning this recognition Governor Meyner and Mayor Gilmore received from President Pyle the *Flame of Life* Award, specially designed and made for the Council by Steuben Glass. The Award is an abstract crystal sculpture in the form of a flame

which curls in an upward sweep from a narrow base to a pointed top. It is fashioned to symbolize the flame of life which accident prevention seeks to sustain.

After accepting the New Jersey Award with appropriate remarks, Governor Meyner in turn handed it to Lloyd M. Felmly, President of the New Jersey Safety Council, who paid tribute to key figures in the State's safety program, asking them to rise from their seats at a special table. Mayor Gilmore likewise passed the Kalamazoo Award to Clyde S. Williams, President of the Kalamazoo Safety Council, who recognized leaders present from that organization.

The banquet address was given by General Alfred M. Gruenther, introduced by the Chairman as a man who culminated an outstanding military career by serving from 1953 to 1956 as Supreme Allied Commander in Europe and Commander in Chief of the United States European Command, and who has since served as President of the American National Red Cross with outstanding skill and vigor.

General Gruenther spoke on the subject "American Responsibilities in a World of Missiles and Misunderstandings," asserting that, despite America's formidable road ahead, we must keep faith in our religious civilization, because there is no other way to survival.

General Gruenther predicted that there will be no hot war, no firing of the terrible missiles now available, but that the cold war will continue "through the lives of all who are here tonight."

"America's handicaps in the cold war include the jealousy, envy, and misunderstanding of some of our allies," General Gruenther said, "but Khrushchev also has his difficulties. He has difficulty explaining to the world why he has to fence in his citizens with barbed wire and an iron curtain. He has difficulty explaining the flight of citizens from East Germany."

"I am confident we can avert a hot war and I am confident that after a long campaign we will win the cold war," General Gruenther concluded. "We will win it, not with weapons, but with people."

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INVOCATION

By THE REV. WILLIAM F. GRANEY
Assistant Editor, *The New World*, Chicago

"O God, who taught us through Your Son, Jesus Christ, Our Lord, that not even a sparrow would fall from Heaven lest you know of it, teach us to have confidence in You. Our reason for confidence is the love which You have for us. You manifested that love when You sent Your only begotten Son to redeem us and the Son showed His love by making the supreme sacrifice of His life. The continued manifestation of Your love for the human race is evidenced in these great gifts of a human body and a human soul. These are ours to watch over and to protect. We have a responsibility before You to observe rules of bodily safety and yet we know there is one great 'accident' of life which awaits each of us and it cannot be avoided, that is, our individual deaths. This is the moment for which all else is a preparation. May our death not find us unprovided but ready and confident of Your mercy so that when we pass through death we will enter into the Kingdom of Heaven, the only port of lasting safety. Amen."

SAFETY EXPOSITION EXHIBITORS—1960

Acme Protection Equipment Co., South Haven, Mich.

Industrial gas masks, chemicals and accessories.

Advance Glove Mfg. Co., Detroit, Mich.

Work gloves.

Aetna Casualty & Surety Co. Hartford, Conn.

Safety educational aids and services including Aetna Drivotrainer.

Air-Shields, Inc., Hatboro, Pa.

AMBU rescue breathing equipment.

Akron Brass Mfg. Co., Inc., Wooster, Ohio

Fire Hose Nozzles and accessories.

Alan Wood Steel Co., Conshohocken, Pa.

Abrasive rolled steel floor plate.

Alim Corp., New York, N. Y.

All class fire extinguishers and fire retardant paints.

American Allsafe Co., Inc., Buffalo, N. Y.

Sweat Bands and Greenline emergency release.

American Biltrite Rubber Co., Chelsea, Mass.

Rubber, composition and neoprene safety soles.

American Chain & Cable Co., Inc., Bridgeport, Conn.

Sling chains and sling chain assemblies, wire rope slings and assemble-your-own wire rope slings.

American Industrial Safety Equipment Co., Inc., Cleveland, Ohio

Face shields, goggles, gloves and mittens.

American LaFrance Corp., Elmira, N. Y.

Fire apparatus and fire fighting equipment.

American Optical Co., Southbridge, Mass.

Head, eye, respiratory protective devices; safety clothing, safety specialty products.

American Optometric Assn., St. Louis, Mo.

"Vision for Safety"—on the highway, in industry.

Ampco Metal, Inc., Milwaukee, Wis.

Non-sparking, corrosion-resistant safety tools.

1960 National Safety Congress

Ansul Chemical Co., Marinette, Wis.

Dry Chemical fire protective equipment.

Antrex Corp., Chicago, Ill.

Battery-powered public address megaphones, helmet radios, tape recorders.

Auto-Crat Mfg. Co., Los Angeles, Calif.

Safety belts, interceptor harnesses, baby-guard belts.

Bachrach Industrial Instrument Co., Pittsburgh, Pa.

Instruments for gas analysis and air measurement.

Bashlin, W. M. Co., Grove City, Pa.

Linemen's and industrial safety equipment.

Bausch & Lomb Optical Co., Rochester, N. Y.

Safety glasses, ortho-raters and "Titan" safety frame.

Beam's Mfg. Co., Reading, Pa.

Auto safety belts.

The Beryllium Corp., Reading, Pa.

Safety Tools.

Best's Safety Publication, New York, N. Y.

Publishers of "Safety Maintenance" magazine, "Best's Safety-Maintenance Directory" and "Your Safety News."

Bethlehem Steel Co., Bethlehem, Pa.

Wire Rope slings, standard and braided slings.

Boyer-Campbell Co., Detroit 2, Mich.

Safety hats, caps, face shields, protective creams, waterless hand cleaner.

Brossard, Lester L. C., Chicago, Ill.

Traffic mirrors and traffic lane markers.

Browne, Stewart R. Mfg. Co., Inc., New York, N. Y.

Electrical safety equipment, explosion-proof and vapor-proof portable inspection lites, explosion-proof flashlites, grounding devices.

Buhrke, R. H. Co., Chicago, Ill.

Occupational safety equipment and products for construction and maintenance.

Bullard, E. D. Co., Sausalito, Calif.

Industrial safety equipment.

Campbell Chain Co., York, Pa.

Sling chains, welded and weldless chains.

Chance, A. B. Co., Centralia, Mo.

Hot line maintenance tools and line construction tools.

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Safety Exposition Exhibitors

Charleston Rubber Co., Charleston, S. C.

Electrical worker's gloves, Bulldog wood safety clamps, red danger flags, plastic and fabric coated industrial aprons and sleeves.

Chemical Corp., The, Springfield, Mass.

Protective hand creams, cleaners and lotions.

Chicago Eye Shield Co., Chicago, Ill.

Head and eye protective equipment.

Chrysler Corp., Detroit, Mich.

Automobiles and trucks.

Clark, David Co., Inc., Worcester, Mass.

Safety Equipment, sound protector, space suits.

Clark, J. R. Co., Spring Park, Minn.

Industrial ladders.

Columbus-McKinnon Chain Corp., Tonawanda, N. Y.

Alloy steel sling chains.

CTL Co., Inc., (Lummis Mfg. Co.), Wausau, Wis.

"Key-Bak — Key-reel automatically retrieves keys or tools."

Cunningham, M. E. Co., Pittsburgh, Pa.

Safety marking tools.

Davis Emergency Equipment Co., Inc., Newark, N. J.

Respiratory protection, combustible gas indicators, safety and first aid equipment.

Detex Watchclock Corp., Chicago, Ill.

Watchmen's clocks.

DeWalt, Inc., Lancaster, Pa.

Radial arm woodworking equipment and safety features.

Dietz, R. E. Co., Syracuse, N. Y.

Automotive lighting and safety equipment.

Dockson Corp., Detroit, Mich.

Welding helmets, face shields, cup and spectacle type goggles, respirators and eye savers.

Dow Chemical Corp., Midland, Mich.

Industrial solvent new color-code drums for safety identification.

Dow Corning Corp., Midland, Mich.

Sight saver cleaning stations, shoe saver, safety shoes.

Draeger Oxygen Apparatus Corp., New York, N. Y.

Safety equipment.

1960 National Safety Congress

Eagle Mfg. Co., Wellsburg, W. Va. Safety cans, oilers, oil and gasoline containers.	The Globe (Grip-Stri
Eastern Metal of Elmira, Inc., Elmira Heights, N. Y. Public utility products; traffic signs and equipment.	Globe Indus Resuscita
Edmont Mfg. Co., Coshocton, Ohio Coated fabric work gloves.	Goodrich, B Waterprc trial co
Elkhart Brass Mfg. Co., Inc., Elkhart, Ind. Fire extinguishers, municipal and industrial brass goods.	Gra et Corp Coated F
Elliott Service Co., Inc., Mount Vernon, N. Y. Accident prevention displays, safety conference programs, Supervisor's Weekly Bulletin, suggestion system, service.	Grinnell Co., Fixed pip
Emerson, J. H. Co., Cambridge, Mass. Resuscitators, inhalators and safety matting.	Gro-Cord Rt Neoprene
Falcon Alarm Co., Inc., Summit, N. J. Automatic fire detectors and systems, audible safety signals.	Halperin, A. First aid
Federal Sign & Signal Corp., Blue Island, Ill. Sirens, warning lights, horns, bells and electronic sirens.	Haus of Kra Men's saf
Fendall Co., Chicago, Ill. Head and eye protection equipment.	Haws Drinki Emergenc
Fibre-Metal Products Co., Chester, Pa. Eye, Head, and face protection and welding accessories.	Hild Floor M Explosion
Fine Organics, Inc., Lodi, N. J. High flash, low toxicity safety solvents.	Hopfeld Indu Fiber glas
Ford Motor Co., Dearborn, Mich. Ford automobiles, featuring lifeguard steering wheels, sun visors, seat belts, instrument panel padding, and door latches.	Hygiene Res Protective
Frommelt Industries, Dubuque, Iowa Portable welding shields and protective heat cloth.	Hy-Test Safe Safety foo
Fyrepel Products, Inc., Newark, Ohio Aluminized glass cloth, heat protective clothing for industry and fire fighting.	Industrial Ac Audiometr servation
Fyr-Fyter Div., Fyr-Fyter Co., Dayton, Ohio Fire extinguishers, resuscitators and respirators.	Industrial Glc Leather, a asbestos
General Fire Extinguisher Corp., Chicago, Ill. Fire extinguishers and allied products.	Institute of Ir Industrial
Glendale Optical Co., Inc., Valley Stream, N. Y. Chippers and welders goggles, face shields, safety spectacles.	

Safety Exposition Exhibitors

The Globe Co., Products Division, Chicago, Ill.

Grip-Strut grating, stair tread materials.

Globe Industries, Inc., Dayton 7, Ohio

Resuscitation and breathing equipment and mouth-to-mouth resuscitator.

Goodrich, B. F. Footwear & Flooring Co., Hood Rubber Co., Watertown, Mass.

Waterproof industrial footwear, hood waterproof industrial footwear, Hood industrial coated and unsupported gloves.

Gravet Corp., The, Framingham, Mass.

Coated Fabric work gloves.

Grinnell Co., Inc., Providence, R. I.

Fixed pipe fire protection systems.

Gro-Cord Rubber Co., Lima, Ohio

Neoprene, rubber, composition soles and heels for safety footwear.

Halperin, A. E. Co., Inc., Boston, Mass.

First aid kits, safety equipment, burn-quel.

Haus of Krause Safety Shoes, Rockford, Mich.

Men's safety shoes for distributors serving industry.

Haws Drinking Faucet Co., Berkeley, Calif.

Emergency eyewash fountains, emergency showers and goggle wash fountains.

Hild Floor Machine Co., Inc., Chicago, Ill.

Explosion-proof vacuum cleaners and floor machines.

Hopfeld Industrial Mfg. Co., San Rafael, Calif.

Fiber glass ladders, structural members.

Hygiene Research, Inc., New York, N. Y.

Protective ointments and mistproofing cloth for goggles, welding masks, windshield.

Hy-Test Safety Shoe Div., International Shoe Co., St. Louis, Mo.

Safety footwear; also conductive and special types of atomic usage.

Industrial Acoustics Co., Inc., New York, N. Y.

Audiometric examination room, technical publications and industrial hearing conservation programs.

Industrial Gloves Co., Danville, Ill.

Leather, asbestos, duck, wool, Woven-Gard, Permaproof, and aluminized duck and asbestos finger guards.

Institute of Industrial Launderers, Washington, D. C.

Industrial Launderers and cleaners.

1960 National Safety Congress

Insto-Gas Corp., Detroit, Mich.
Torches and furnaces.

Interstate Rubber Products Corp., Los Angeles, Calif.
Safety trafficones for traffic control.

Iron Age Safety Shoe Div., H. Childs & Co., Inc., Pittsburgh, Pa.
Linemen's and women's leather and rubber industrial safety footwear.

Jackson Products Air Reduction Sales Co., Div. of Air Reduction Co., Inc., Warren, Mich.
Insulated electrode holders, cable connectors, face shields and goggles.

Jomac, Inc., Philadelphia, Pa.

Jones & Co., Providence, R. I.
Full vision visor goggles.

Jones & Laughlin Steel Corp., Pittsburgh, Pa.
Industrial work gloves, safety sleeves, hand guards, gloves, and protective clothing.
Wire rope slings, wire rope.

Junkin Safety Appliance Co., Inc., Louisville, Ky.
Power press guards, grinding wheel shields, stretcher equipment.

Justrite Mfg. Co., Chicago, Ill.
Safety cans, oily waste cans, safety electric lanterns, flashlights and fire extinguishers.

Karel First Aid Supply Co., Chicago, Ill.
Industrial hospital equipment and medical supplies.

Kelley Paint Co., Louisville, Ky.
Convoy skid-proof safety enamel, halt-fire barrier paint.

Keystone View Co., Meadville, Pa.
Occupational and driver vision test, lantern slide projectors.

Kidde, Walter & Co., Inc., Belleville, N. J.
Fire detecting and extinguishing equipment, ultrasonic burglar alarm.

Kimball Safety Products Co., Cleveland, Ohio
Personal protective devices for industrial workers.

Klein, Mathias & Sons, Chicago, Ill.
Linemen's safety equipment and tools.

Knapp Brothers Shoe Mfg. Corp., Brockton, Mass.
Safety Shoes.

Kunz, J. Glove Co., Chicago, Ill.
Linemen's, bridgemen's and welder's quality gloves.

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Safety Exposition Exhibitors

- Lawter Chemicals, Inc., Chicago, Ill.**
Fluorescent safety colors.
- Legge, Walter G. Co., Inc., Chicago, Ill.**
Safety floor maintenance materials, conductive coating, static eliminators.
- Lehigh Safety Shoe Co., Emmaus, Pa.**
Leather and rubber safety footwear.
- Lowery Brothers, Inc., Chicago, Ill.**
Wire rope splicing service.
- McAn, Thom Safety Shoe Div., New York, N. Y.**
Safety Shoes.
- McDermott, Julian A. Corp., Ridgewood, N. Y.**
Warning and safety lighting for municipal, industrial, utility and aviation use.
- McKay Co., Pittsburgh, Pa.**
Industrial chain, tire chains, arc welding electrodes, stainless and alloy wire.
- Maico Electronics, Inc., Minneapolis, Minn.**
Audiometers for industrial hearing testing.
- Marsh & McLennan, Inc., Chicago, Ill.**
Insurance broker and agencies.
- Martindale Electric Co., Cleveland, Ohio**
Protective dust masks, eye protectors, face shields, safety electric test instruments.
- Medical Supply Co., Rockford, Ill.**
Flexible unit aid, snake bite first aid, burn first aid.
- Metropolitan Life Insurance Co., New York, N. Y.**
Useful materials for use in community health and safety programs.
- Meyer Machine, Inc., Red Wing, Minn.**
Safety clamps.
- Micro Switch, Div. of Minneapolis-Honeywell Regulator Co., Freeport, Ill.**
Safety interlock switches and electric controls for power machines.
- Milburn Co., Detroit 7, Mich.**
Ply skin protective creams, ply garb safety and protective clothing, plygloves
plastic coated work gloves, ply waterless hand cleaner.
- Miller Equipment Co., Inc., Franklin, Pa.**
Linemen's safety belts, strap accessories and industrial safety belts.
- Mine Safety Appliances Co., Pittsburgh, Pa.**
Safety equipment for every industry.

1960 National Safety Congress

Minnesota Mining & Mfg. Co., St. Paul, Minn.

Heat reflective "Scotchshield" brand chemical fabric used in protective clothing for fire fighters and industries with heat problems.

National Chemsearch Co., Chicago, Ill.

Safety solvents and other safety chemicals.

National Medical Supply Co., Chicago, Ill.

Industrial first aid supplies equipment and instruments.

Newco Mfg. Co., Inc., Kansas City, Mo.

Wire rope fittings, safety hooks, load protectors.

Nichols Engineering Co., Chicago, Ill.

Tank car and tank truck loading and unloading platforms.

Notifier Corp., Lincoln, Neb.

Fire detection, sprinkler supervisory, watchman tour, municipal alarm systems.

Occupational Hazards, Cleveland, Ohio

Publishers.

Ohio Chemical & Surgical Equip. Co., Div. of Air Reduction Co., Inc., Madison, Wis.

Complete array of modified E & J life-saving resuscitative equipment.

Onox, Inc., San Francisco, Calif.

Onox, skin toughener and footmats for athlete's foot.

Osborn Mfg. Corp., Warsaw, Ind.

Safety pliers and tongs for feeding punch presses.

Oxygen Equipment & Service Co., Chicago, Ill.

Respiratory equipment.

Oxy-Gear, Inc., Chicago, Ill.

Portable emergency oxygen inhalator kits, controlled flow pure oxygen.

Pac-Kit Co., Greenwich, Conn.

Unit type first aid equipment.

Packwood, G. H. Mfg. Co., St. Louis, Mo.

Safety industrial skin cleaners and dispensers.

Patent Scaffolding Co., Inc., Chicago, Ill.

Wood, aluminum and magnesium safety ladders, suspended sectional steel tubular steel and aluminum scaffolding, sidewalk protection canopies, steel grandstands and fold-a-way scaffold.

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Carbon

Record Inc
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Safety Exposition Exhibitors

Petersen Engineering Co., Inc., Santa Clara, Calif.

Pengo tension wire stringer, Pengo earth augers and other construction equipment for the utility industry.

Pioneer Rubber Co., Willard, Ohio

Gloves; all kinds, liquid proof.

Portable Light Co., Inc., New York, N. Y.

Vehicular and emergency searchlights, general alarm sirens.

Porto-Clinic Instruments, Inc., New York, N. Y.

Driver testing and training equipment and visual aids for driver and traffic safety.

Positive Safety Mfg. Co., Cleveland, Ohio

Power press guards.

Prairie State Products Co., Chicago, Ill.

Metal and electrical safety and directional signs.

Progress Industries, Inc., Warwick, R. I.

Safety goggles.

Protectoseal Co., Chicago, Ill.

Fire prevention equipment for flammable solvents.

Pulmosan Safety Equipment Corp., Brooklyn, N. Y.

Respirators, eye protection, helmets, protective clothing, asbestos and leather gloves.

Putnam Rolling Ladder Co., Inc., New York, N. Y.

Reinforced plastic and extension and single ladders, and oak rolling ladder.

Racine Glove Co., Inc., Rio, Wis.

Gloves, apparel, protective equipment—leather, asbestos, and steel reinforced.

Radiator Specialty Co., Charlotte, N. C.

Safe-T-Cone rubber traffic guides.

Randolph Laboratories, Inc., Northbrook, Ill.

Carbon dioxide fire extinguishers, dry chemicals on automatic systems.

Record Industrial Co., Philadelphia, Pa.

Complete industrial safety shoe line from economy to custom grades.

Riegel Textile Corp., Industrial Gloves Div., New York, N. Y.

Industrial work gloves.

Rockwood Sprinkler Co., Worcester, Mass.

Automatic Fire protection systems; sprinklers, waterfog, fogfoam and foam.

1960 National Safety Congress

Rose Mfg. Co., Denver 4, Colo.
Industrial safety equipment.

Safeguard Mfg. Co., Woodbury, Conn.
Modern press guards.

Safety Box Toe Co., Boston, Mass.
Safety steel toes.

Safety Clothing & Equipment Co., Cleveland, Ohio
Safety clothing and equipment for every type of industrial worker.

Safety First Products Co., Elmsford, N. Y.
Fire extinguishers.

Safety First Shoe Co., Inc., Holliston, Mass.
Safety steel toe shoes for men.

Safety Tower Ladder Co., Burbank, Calif.
Safety equipment for fixed ladders and scaffolds.

Saf-T-Boom Sales & Service Corp., Dallas, Texas
Crane attachment for worker protection from energized electric lines.

Salisbury, W. H. & Co., Chicago, Ill.
Linemen's rubber protective equipment.

Sarole, Inc., Linden, N. J.
Non-traumatic carrier.

Sawyer-Tower, Inc., Watertown, Mass.
All types of protective and safety clothing.

Schrader's, A. Son, Brooklyn, N. Y.
Pneumatic press controls, valves, cylinders and associated products.

Scott Aviation Corp., Lancaster, N. Y.
Scott air-pak demand inhalator, demand respirator, hydro-pak.

Searjeant Metal Products, Inc., Mendon, N. J.
Punch press safety guards, controls and accessories.

Sellstrom Mfg. Co., Palatine, Ill.
Face and eye protection equipment.

Speakman Company, Wilmington, Del.
Industrial emergency showers, eye-wash fountains.

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Revolut

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Safety Exposition Exhibitors

Standard Safety Equipment Co., Palatine, Ill.
Industrial safety equipment.

Stephen-William Co., Chicago, Ill.
Revolutionary animated technique of visual employee communication and motivation.

Stephenson Corp., Red Bank, N. J.
Automatic resuscitation equipment and chemical breath test for intoxication.

Stonehouse Signs, Inc., Denver, Colo.
Industrial accident prevention signs.

Stop-Fire, Inc., Monmouth Junction, N. J.
Fire extinguishers.

Surety Rubber Co., Carrollton, Ohio
Personal protective equipment for industrial and electrical workers.

Surty Mfg. Co., Inc., Chicago, Ill.
Linemen's safety equipment and industrial workers protective equipment.

Switzer Brothers, Inc., Cleveland 3, Ohio
Fluorescent safety paint for high-visibility marking of hazards.

Swivelier Co., Inc., New York, N. Y.
Universally adjustable lighting equipment.

Taylor, S. G. Chain Co., Inc., Hammond, Ind.
Alloy steel sling chains and allied products including alloy steel drop forged hooks.

Tect, Inc., Northvale, N. J.
Vythene and other tecsolve safety solvents.

Titmus Optical Co., Inc., Petersburg, Va.
Safety eyewear, ophthalmic instruments, lenses, frames and sun wear.

U-C-Lite Mfg. Co., Chicago, Ill.
Explosion-proof portable electric hand lamps and emergency lights.

Union Wire Rope Corp., Kansas City, Mo.
Wire rope slings, towlines.

United States Rubber Co., New York, N. Y.
Industrial safety clothing, safety footwear.

United States Safety Service Co., Kansas City, Mo.
Modern industrial eyewear, sold direct to user.

1960 National Safety Congress

Wagner Sign Service, Inc., Chicago, Ill.
Wagner changeable copy displays.

Wamsutta/Pacific Industrial Fabrics, New York, N. Y.
"Safetex" flame retardant fabrics—durable to laundering—for safety clothing. Protective fabrics for industrial uses, made of various fibres.

Watchmocket Optical Co., Inc., Providence, R. I.
Plastic eye protection and safety signs.

Welsh Mfg. Co., Providence, R. I.
Safety goggles, lens, face shields and helmets.

Wheeler Protective Apparel, Inc., Chicago 10, Ill.
Industrial safety clothing for heat and abrasive hazards.

Williams Jewelry & Mfg. Co., Chicago, Ill.
Safety awards, badges and trophies.

Willson Products Div., Ray-O-Vac Co., Reading, Pa.
Industrial goggles, gas masks, helmets and respirators, and allied safety devices.

Wilson Rubber Co., Div. of Becton, Dickinson & Co., Canton, Ohio
Rubber and synthetic industrial gloves for every use.

Zenith Radio Corp., Hearing Aid Div., Chicago, Ill.
Diagnostic audiometers that also can be used for individual and group screening.

EDUCATIONAL EXHIBITORS

Inter-American Safety Council, Inc., New York, N. Y.
"The Safety Council serving Latin America"

National Safe Boating Assoc., St. Louis, Mo.
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