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SILVER *Jubilee* SAFETY CONGRESS

CHICAGO
OCTOBER 10-14
1938



NATIONAL SAFETY COUNCIL, INC.

Wright, 1938, National Safety Council, Inc. Printed in the U.S.A.

Street and Highway Traffic Section

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MONDAY AFTERNOON SESSION

October 10, 1938

Joint Session with Institute of Traffic Engineers

Presiding, PROF. ROGER L. MORRISON, General Chairman Street and Highway Traffic Section, and Past-President, Institute of Traffic Engineers.

Report of the Committee on Pedestrian Control and Protection

Presented by LESLIE J. SORENSON

City Traffic Engineer of Chicago, and Chairman of Committee on Pedestrian Control and Protection, National Safety Council.

The following are the conclusions to the Second Annual Report of the Committee on Pedestrian Control and Protection:

The complete report is available in pamphlet form from the Council's Traffic Engineering Bureau. It presents factual information relative to the pedestrian problem as well as a discussion of methods and means of reducing pedestrian accidents in rural and urban areas.

Conclusions and Recommendations

1. The increasing seriousness of the pedestrian accident problem makes it imperative that pedestrians more fully recognize and accept their responsibility for their own

safety in traffic, both urban and rural. They must recognize that the street or highway is a zone of danger to be entered only after determining that it is safe to do so. There should, however, be no relaxation of the motorist in his efforts to protect pedestrians.

2. The value of pedestrian obedience of Stop and Go signals as a favorable influence in all phases of pedestrian safety has been amply demonstrated. The equivalent of pedestrian regulation at signals must be rapidly approached by voluntary obedience if not by legal requirements. To encourage this, signal operation must be properly adapted to the vehicular and pedestrian

traffic which it controls. Pedestrians must be unmistakable.

3. Adequate street lighting is demonstrating its value in reducing pedestrian accidents at night. It should be considered both urban and rural. It is especially needed now in areas where essentially urban conditions exist under rural jurisdiction.

4. Properly marked crossings are essential to both the driver and the pedestrian. Place where the latter crosses the street. They show wherever there may be an appropriate place for a Street car clearance. Clearances which pedestrians must move from moving street crossings at special crossings should be increased.

5. Pedestrian islands are a valuable aid in protecting pedestrians in traffic within wide street stops. They should be illuminated to make them more visible to moving traffic both to avoid vehicle collisions and resulting dangers to pedestrians.

6. Pedestrian tunnels are a valuable aid in protecting pedestrians where pedestrian crossings are too great a disadvantage. They are most attractive where they connect sidewalk levels on opposite sides of the street where approach inclines.

7. The construction of pedestrian crossings through metropolitan areas should be an objective of city planning.

8. Sidewalks or walkways along streets or highways are a considerable pedestrian

Commercial Vehicle Section

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TUESDAY MORNING SESSION

October 11, 1938

Vehicle Safety Fundamentals

Presiding, R. C. HAVEN, General Chairman, Commercial Vehicle Section.

How to Organize for the Handling of Vehicle Accidents

By WM. F. BROWN

Automobile Safety Engineer, Consolidated Edison Company of New York, Inc.

It is a well known fact that considerably more progress has been made in commercial vehicle safety than in the private owner class. We can point to the truck driver today as the "gentleman of the highway" when only a few years ago he was considered almost a public enemy. There are two reasons why this has been accomplished: (1), the profit motive on the part of insurance companies and fleet owners has been a powerful stimulus; and, (2), industrial and commercial leaders have organized to coordinate and cooperate to a degree that has not been approached by groups of private individuals.

Organizations such as the Commercial Vehicle Section of the National Safety Council, the Greater New York Safety Council and many others with identical purposes have done a fine job. Backing up these safety councils are thousands of commercial

fleet owners and operators who have learned that safety pays dividends. An alert executive can readily see the connection between accident costs and red ink.

Some concerns are still not convinced of the value of safety. They are having a temporary respite from accidents, which results from the increased safety mindedness of all the other fleet operators. This is a serious problem, for as long as their drivers are on the highways our drivers will be exposed to them.

Safety Starts at the Top

In every business organization there is some one who decides the policies of the concern. He has the responsibility for setting up the safety program. This man is responsible when the program succeeds and he is responsible if it fails. Show me a concern where executive interest in safety is

keen and successful safe and most in the handling a clear definition with regard every person there is a duty to prevent the accident is simple. Every accident education of safe operation every man, every job effective support and program.

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WILLIAM C. KNOELK, Chairman, Milwaukee Safety Commission, Milwaukee, Wis.

MONDAY AFTERNOON SESSION

October 10, 1938

Presiding, GENERAL CHAIRMAN R. A. MCARTHUR, Superintendent Employment-Instruction, Public Service Coordinated Transport Co., Newark, N. J.

Address of Welcome

By GUY A. RICHARDSON

President, Chicago Surface Lines, Chicago

I am glad to have the opportunity to extend to you greetings and a hearty welcome from Chicago.

No group has contributed more to the promotion of safety in the streets of the larger cities of the country than the men who operate the local transportation properties, and no group is in a better position

to encourage and assist the agencies which are now uniting their efforts to build greater safety into all our public highways.

Transit operators were pioneers in street traffic accident prevention. In the early years of this century, when the streets began to fill up with the rising tide of automotive vehicles and the general public had not yet

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Child Education Section

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Secretary—MARIAN TELFORD, National Safety Council, Chicago, Ill.

Officers 1938-1939

The same officers who served during 1937-1938 were unanimously re-elected to serve during the year 1938-1939.

TUESDAY MORNING SESSION

October 11, 1938

General Session on Safety Education

Presiding, ALBERT W. WHITNEY, Vice-President for Education, National Safety Council, and Consulting Director, National Conservation Bureau, New York City.

Where Are We in Safety Education Now?

By ALBERT W. WHITNEY

Consulting Director, National Conservation Bureau, New York City

Where are we in safety education now? Apparently we are beginning to arrive! Effects are being produced; there has been evidence for some time that the accident experience among children of school age is distinctly better than among the general population, and this result must be due for the most part to education.

Probably most of the elementary schools are now doing a certain amount of work in this field, and the high schools are rapidly falling into line. Thirty states or more have published state courses of study and more are on the way. Some idea of the activity among schools may be had from the fact that during the last thirteen days of September the National Safety Council received letters and telegrams from more than 1,600 schools asking for help.

Perhaps the most convincing evidence of the importance of the subject in the estimation of educators was the action of the

American Association of School Administrators in making safety education one of the principal subjects for discussion at its meeting in New Orleans in 1937 and in making it the subject of its 1940 year-book, an action that is to be interpreted as meaning that safety is considered the most important subject for discussion at the present time.

I suppose no other subject, starting at scratch, has even won a place in our educational system in such a short space of time. This result cannot be ascribed to any peculiar excellence in the methods that have been employed, however good they may have been. It is evidently due to the fact that the dangers of living in the modern world have increased so rapidly and have become so formidable that the school has been forced to take over a job that has got beyond the capacity of the home.

Other subjects, such notably as health