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59th NATIONAL SAFETY CONGRESS

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By THE REVEREND ROBERT A. GRUNOW
Director of Seminary Relations, Concordia Seminary, St. Louis, Mo., and Vice President for Religious Leadership, National Safety Council

In the Name of the Father and of the Son and of the Holy Ghost; Amen.

Lord, God, Heavenly Father, Creator and Provider, Thou hast given us imagination, wisdom and understanding, abilities to build, to plan and to promote. Grant us special wisdom in engineering, enforcement and education to provide safety in the home, on the highway and in our daily activities.

Be with us in our meeting through this week that as we zero in on safety we may give leadership to our society, our nation and our world.

We especially thank Thee for those who have served so faithfully in the past, those going out of office during these days, and we ask Thee to continue to bless those who continue in office and those who assume new positions of leadership.

Especially do we ask Thy benediction and blessing upon Governor Pyle, and the entire staff of the National Safety Council as they guide and lead us in bringing safety to our society.

We ask it in the Name of Jesus Christ;
Amen.

MINUTES OF THE ANNUAL COUNCIL MEETING

The 1971 Annual Meeting of the National Safety Council was held in the Grand Ballroom of the Conrad Hilton Hotel, Chicago, on October 25, with Howard Pyle, President, presiding.

Following the call to order and singing of the national anthem, the invocation was offered by The Reverend Robert A. Grunow, Director of Seminary Relations, Concordia Seminary, St. Louis, Missouri. (Reverend Grunow's prayer is printed on the preceding page).

In his welcoming remarks, Mr. Pyle noted that the 1971 Congress Theme was a continuation of the very successful "Zero In On Safety" because the concept continued to fit the needs of both the times and the safety movement. He said the importance of the Council's work had never been greater. In 1970, the cost of accidents to the Nation was $9,100,000,000–or nearly one-eighth of the Nation's expenditures. Two hundred forty-five million man-days were lost because of work-related injuries—the equivalent of 122,000 employees being absent from work for an entire year. The total cost of accidents and fire losses in 1970, reached approximately $27,000,000,000.

He remarked that while the battle-cry in the war on inflation was a plea for increased productivity, it was rather amazing that comparable demands were not being made to add an intensified accident prevention effort to the arsenal of programs aimed at inflation. A review of Congress Transactions from earlier years of economic stress showed there was always at least one speaker at each Congress who addressed himself to what accident prevention could do in terms of increased productivity.

President Pyle concluded his opening remarks by stating that a third freeze should be added to the anti-inflation effort—a freeze on the waste caused by accidents. We could do it by renewing our determination to make the theme "Zero In On Safety" a first order of business in the new year.

Mr. Pyle proceeded with the business of the meeting by announcing that a quorum of members was present in person or by proxy. Motions were made to dispense with the calling of the roll and for approval of the minutes of the previous annual meeting as distributed. The motions were put to the vote and carried.

The Chairman called for a report from the Nominating Committee, which consisted of the following members: A. S. "Bud" Alston (Chairman), Edward N. Deck, William Paul Gray, Werner C. Knoop, Edwin B. Locke, John J. McKenna, and James F. Van Namee.

Edwin B. Locke read the report on nominations for trustees, members of the board of directors, and officers. With these remarks and the filing of the complete printed report of the nominating committee, he moved the election of the slate as named in the report. There were no nominations except those presented by Mr. Locke. The Chairman announced that 42,656 votes were cast in favor of the Nominating Committee's slate, with no negative votes. Those attending the meeting voted without dissent in favor of the nominations and the Chairman declared the nominees elected.

(Secretary's Note: Complete lists of the Trustees and the Directors for 1971-72, including those nominated and elected at this meeting, as well as those continuing in office from previous elections, are given on the preceding pages of this volume. A list of the officers for 1971-72 is also printed on the preceding pages.)

Mr. Pyle then introduced the guests seated on the platform, including the new Chairman of the Board, W. C. Hewitt. This was followed by a special presentation to the outgoing Chairman, J. H. Tyler McConnell. Mr. Pyle cited the long and distinguished service to the Council given by Mr. McConnell, and a special cut glass trophy was presented to him. (Mr. McConnell's acceptance remarks are on the following pages.)

Presentation of special medallions was made to six retiring officers: Arthur P. Gildea, Vice President for Labor, 1967-71; The Reverend Robert A. Grunow, Vice President for Religious Leaders, 1968-71; Norman C. Mindrum, Vice President for Farms, 1966-71; Dr. James D. Logsdon, Vice President for Schools and Colleges, 1968-1971; Robert A. Olen, Vice President for Public Safety, 1966-71; and Alex A. Maleski, Vice President for Youth Activities, 1966-71. Mr. Pyle acknowledged our great debt of gratitude to the retiring Vice Presidents for their accomplishments on behalf of safety.

After a special welcome to the many foreign delegates attending the meeting, President Pyle told of his plans to attend the Japanese Industrial Safety Association annual meeting later in the year. Over the years a fine relationship had been established with the Japanese safety people, and circumstance finally allowed Mr. Pyle to accept a long-standing invitation.

President Pyle also took the opportunity to thank the American Association of Safety Engineers for electing him to their constituency as an honorary member.

The Chairman then directed the attention of the delegates to dates for the 1972 Congress, which will be held in Chicago October 30 through November 2. He also urged everyone to find time to see the exposition in the exhibit halls of the Conrad Hilton Hotel, as well as an exhibit of safety education materials in the Playboy Towers (formerly the Knickerbocker Hotel). The 1971 Exposition numbered 315 exhibitors, using 454 booths, showing more than 1,500 safety products. Delegates were invited to visit the National Safety Council's exhibits in the Normandie Lounge, and continuous film showings on the Fourth Floor.

The Chairman spoke next of youth participation in the Congress, stating that development of safety-conscious youth is a tie that binds our respective activities and all the justification we need to supplement, support, and direct our attention to safety programming for the youth of America. More than 200 young people were attending the 1971 Congress, representing both urban and rural areas. Fifteen youth organizations helped plan the Congress youth program, and they represented over 13,000,000 young men and women striving to "do their thing" in a modern world.

The following youth representatives were introduced:

Paul Houglum, 4-H Clubs of America, Perley, Minnesota; Tim Burke, Future Farmers of America, New Hampton, Iowa; Norman Paul Marshall, Jr., National Grange, Greensboro, North Carolina; Dristine Plamer, Girl Scouts of the U.S.A., Peoria, Illinois; Jeffrey Smith, Key Clubs International, Chicago, Illinois; Mark Torbeck, Explorer Scouts of America, River Forest, Illinois; Gregory Vlasak, Junior Achievement, Brookfield, Illinois; Jerry Gilley, Distributive Education Clubs of America, Brownsburg, Indiana; Larry Reinneck, American Farm Bureau, Freeburg, Illinois; Delcine Stark, Future Homemakers of America, Tucson, Arizona; Raelynn Fabrick, Horizon Clubs, Camp Fire Girls, Richfield, Minnesota; Joseph David Rivera, Boy's Clubs of America, Chicago, Illinois; Jesse Dudley, Future Business Leaders of America, Phi Beta Lambda, Chicago, Illinois; Danny Weston, Vocational Industrial Clubs of America, Anderson, Indiana; and Greg Zito, National Board of YMCA, Melrose Park, Illinois.

President Pyle then introduced the youth speaker, Wayne Humphreys, who made a featured address (Mr. Humphreys' talk and President Pyle's concluding report are included in these transactions on the following pages).

H. W. Champlin
Secretary

THE PRESIDENT'S REPORT

By HOWARD PYLE

The National Safety Council *Report to the Nation 1971* says, "An exploding population continues to translate improved accident rates into intolerable numbers of persons killed and injured."

In 1970, 114,000 men, women and children were killed. Disabling injuries totaled 10,800,000. Accident costs, including fire damage, soared to at least $27,000,000,000.

Deaths totaled about 1,000 less than in 1969.

Unfortunately, comparable improvement is not being shown in this year.

The burning question is—why?

Accepting the fact that there are many contributing factors, they can all be summarized in a single statement, "Not enough is being done for safety to make the big difference on the side of progress."

Safety's newest major ally is federal legislation. As we say in our *Report to the Nation*, and I quote it directly, "To the extent that this legislation is wisely written, adequately funded and effectively administered, it will certainly advance safety."

Enough time has now passed that we can begin to evaluate the real dimensions of the federal effort particularly in terms of the financial support that has been and is being provided.

The State and Community Highway Safety legislation is now six years old. Of the specified authorizations for this highly commendable program, only 57.6 per cent has actually been appropriated. The Motor Vehicle Standards program is also in its sixth year. Of the specified authorizations in support of this mandated activity, only 55.7 per cent has actually been appropriated.

The Railroad Safety program is now two years old. Of the specified authorizations involved here, only 55.5 per cent has actually been appropriated.

The Air Pollution program, about which there has been such feverish publicity and such deep concern, is another victim of more promise than performance. In his budget message to the 92nd Congress, the President is reported to have said, the primary responsibility for protecting and enhancing the environment lies with state and local governments, industry, and the public, but the Federal Government must—and will—provide vigorous leadership. Various aspects of this high priority effort are now six years old. Of the specified authorizations intended to back up what has been legislated, only 46.3 per cent has actually been appropriated.

The Natural Gas Pipeline safety legislation is now three years old. Of the specified authorizations to do what was enabled, only 23.2 per cent has actually been appropriated.

The Flammable Fabrics legislation, about which there has been such deep and justifiable concern, is now three years old. Of the specified authorizations intended to make the legislation work, only 13.5 per cent of the money has actually been appropriated.

Although the critical emphasis in this array of information is on appropriations failures, as contrasted with specified authorizations, the adequacy of authorizations in many cases could be just as severely challenged.

Testimony leading up to the passage of the Highway Safety legislation in 1966 stated repeatedly that it would take up to $2 billion per year in new money from all levels of government to bring about the highway safety improvements Congress claimed it wanted.

When the legislation was passed $267 million was authorized for the first three years. Five years later all of the initial $267 million still had not been appropriated. As a consequence, the National Highway Traffic Safety Administration was still only partially staffed and partially operational.

Going one step further, to approve only $69.3 million for fiscal 1972 and then expect appreciable improvement in the face of more mileage, more cars and more drivers, is unreality bordering on irresponsibility.

In parallel with all this, two years ago this Fall an urgent appeal was released from the White House for a Presidential Task Force on Highway Safety. The charge was to "Appraise the effectiveness of present highway safety programs; suggest how such programs might be improved, or better coordinated; and determine what actions might be taken to further increase the effectiveness of our highway safety efforts."

Twelve busy people, three of them members of our board, all of them willing and able, turned their combined talents to the assignment and under the pressure of great urgency produced a solid response to the responsibility they were given. The finished report was delivered to the White House on schedule in December of 1969.

Under the title, "Mobility Without Mayhem," fifty-eight pages were thoughtfully devoted to the identification of vital highway safety problems with specific emphasis on realistic solutions.

With particular reference to the President and the Congress, it was recommended that:

(1) The President designate highway safety as a major national goal,

(2) The President issue a special message on highway safety to the Congress for support and to the public for commitment,

(3) The President allocate adequate resources to Federal programs,

(4) The Congress appropriate adequate funds for the support of the programs.

For all practical purposes the report was ignored. From December of 1969 until October 1970, during which time another 55,000 men, women and children were slaughtered on the nation's highways, the report was withheld from public release. As far as I have been able to determine, no attempt whatsoever was made to give the report any visibility as far as the White House was concerned.

In more than one respect, this appears to reflect the Washington attitude, the real Washington attitude toward highway safety.

Early last Fall we made an intensive effort to obtain a release of the report so we could have a full discussion of it during the 1970 Safety Congress. We were encouraged to believe that it could be done, but the report wasn't actually released until January 27, 1971, although the cover of the document carried an October, 1970, date.

With the cooperation and assistance of the chairman of the Task Force, Mr. Franklin M. Kreml, an old friend of safety, the April issue of our *Traffic Safety* magazine published an excellent statement by Mr. Kreml and an Executive Summary of the Task Force Report. Reprints have been made available to you at your places this morning.

Initially, several thousand of these reprints were distributed with the hope that it would initiate Washington contacts that would stimulate the kind of action the report was intended to bestir.

Undoubtedly some have made the effort, but it seems fairly certain that the impact has been in much too low a key to overcome the implication of my earlier statement, "Not enough is being done for safety to make the big difference on the side of progress."

As I have said so often before, we must either demonstrate that we are a well-informed and forceful constituency that is willing to fight for what needs to be done for safety or we can expect to continue to see safety receive half a loaf, or less, in terms of its very real and vital needs.

Additional copies of the reprint covering the Task Force Report can be made available if you are in the mood to be in touch with your Congressmen and Senators, to make the fullest possible use of the implications involved.

It is of paramount importance that we also understand the following facts.

Congressional allocations for fiscal 1972 in support of the Occupational Safety and

Health Act as administered by the Departments of Labor, Health, Education and Welfare and the new Occupational Safety and Health Review Commission, add up to $64 million or slightly more.

Congressional support for highway safety as enabled by the Highway Safety Acts and cooperatively administered by the National Highway Traffic Safety Administration and the Highway Administration totals $69 million plus for fiscal 1972.

Listen very carefully now to this following analysis:

The work accident death rate per 100,000 population in 1970 was 7.

The highway accident death rate per 100,000 population in 1970 was 26.9.

Obviously, the numbers of people at risk varies, but even when the numbers are equalized at 200,000,000, the highway accident death rate is 50 per cent higher than the work accident death rate.

To complete this comparison, consideration should also be given to the *amount* of exposure—per day or per week. It is difficult to be precise about this, but exposure to automobile accidents—*for the entire population*—would average considerably less than the 40 hours per week that a worker is exposed to the hazards of his job. Considering this additional factor, it is estimated very conservatively that the motor vehicle death rate could be *two or three times higher* than the work death rate.

One has to conclude and conclude respectfully that there are forces at work for occupational safety and health (and God love them for it!) that are far more determined than those at work for highway safety.

What a tragic commentary on our sense of values and our national will to keep the record straight and keep our total safety effort headed in the right directions.

Let it be clearly understood that we have no quarrel whatsoever with the need for vast improvements in occupational safety and health. The National Safety Council was founded as an industrial safety organization and for nearly 60 years much of our finest work has been done in this field. We are now involved in the most successful new membership year in the Council's entire history. During the first nine months of this year, nearly 2,000 new applications for membership were received. We now have a total of approximately 12,500 members.

Our new affiliates, as well as our long-time associates, will comply with the provisions of the new Occupational Safety and Health Act and at the same time do their best to add to our Council membership reputation for excellence beyond the minimum requirements of the law. It's a great opportunity for service to safety and we are concentrating on it with every resource at our command and receiving marvelous cooperation.

As the Congress progresses, you will feel the constructive impact of our involvement in expediting the provisions of the Act, and you can be sure this effort will continue.

Beyond the Act, there are many other ways in which we must make the most of this moment in time to capitalize on the visibility safety now has. We must continue to increase this visibility.

I think you will be interested in a portion of our response to an appeal from Senator Warren G. Magnuson for our comments on the Product Safety Bill, now being prepared under his very capable direction. After reviewing the Committee Print on what is described as S. 983, we made this observation, among others: "The National Safety Council is delighted to the extent that this draft includes most of the recommendations the Council presented in its testimony before the Senate Committee on Commerce last July. We are particularly pleased with the provisions that require the establishment of capability in risk-based analysis, in inter-disciplinary epidemiology, and in the sciences that relate to hazard detection, test method development and control requirements. It is the kind of capability which, when implemented, represents accident prevention in its truest sense."

Now, this is going to be interesting to you—for proof of the fact that the Congress is thinking big on the creative side of Consumer Safety legislation, one needs only to ponder the text of Section 117 of S. 983 which reads as follows, listen to this: "There are authorized to be appropriated to carry out this Act for each fiscal year such sums as the Congress deems necessary not to exceed $225,000,000 for each fiscal year, including such sums as are necessary for the construction of facilities."

Remember, that $225,000,000 is a reference to authorization—a far cry from actual appropriations. Yet the figure seems to me to be incredibly out of line with the appropriations voted to deal with the demanding problems of traffic and occupational safety. It is imperative that everyone involved speak up for an intelligent ordering of our national safety priorities.

We have an obligation to work toward new breakthroughs to new levels of excellence in performance in every category of safety.

The science of safety has arrived.

More and more, decisions to create or modify programs are being based on experience-oriented definitions of accident problems and observable modifications of human behavior.

For more than two years the National Safety Council research staff has been studying the effectiveness of the Council's defensive driving course. The conclusions gained from this effort will be used to make DDC more responsive to the needs of the U. S. driving population.

Studies are currently under way to measure the usefulness of the Council's "key man" program in modifying the attitudes and behavior of industrial supervisors.

The Council's new course in bicycle safety is a direct result of in-house research aimed at defining the bike riding characteristics and accident problems of elementary school children. Before this program is given widespread distribution, it will be tested. We are negotiating the second stage of a cooperative effort with the National Park Service to research the safety problems in selected national park areas.

In these and many other areas to which I might make reference, the role of research in the Council's activities is gaining in importance and in momentum.

Beyond the work of the National Safety Council, it's encouraging to know that the National Highway Traffic Safety Administration is requiring that evaluation be built into every alcohol countermeasure program that is undertaken at the state level.

Evaluative processes have been built into implementing the Occupational Safety and Health Act. The research package consists of occupational accident problem definition, study of total accident costs and an assessment of the effectiveness of the total legislative program.

The goal of excellence in safety has never been more attractive than it is today. The importance as well as the appeal of holding firmly to excellence as the only fully acceptable goal of the safety movement is the major theme of our National Safety Council *Report to the Nation 1971*.

Admittedly, excellence is not achieved without cost—but listen—neither do high costs guarantee excellence.

I have cited many budget figures in this statement, and I have insisted on more adequate governmental funding of major safety commitments.

Let me turn now to another set of budget figures—figures of a radically different order of magnitude from those to which reference has been made thus far.

The National Safety Council has occupied a central and essential position in the safety movement for nearly sixty years.

During these years more than 1,450,000 lives have been saved, millions of injuries prevented, and billions of dollars in economic waste averted.

This is not to say that all the credit belongs to the National Safety Council by any means. Many constructive forces have been of invaluable assistance along the way, and they are still at work and very effective.

Still, it is utterly fair to say that no force has been more heavily, or more constantly, involved than the National Safety Council.

Those who have believed in this organization and actively participated in its humanitarian work have kept the Council vigorously productive by investing a total of more than 188 million private dollars in the origins, and the history, and the contemporary productivity of this establishment. If you don't remember another thing I say, remember this paragraph:

Today, every member of the National Safety Council is a part owner of the accumulated assets of this widely respected repository of good will and highly tangible accomplishments.

Recognizing that there is now more government involved in safety policy-making and administration than ever before, it is understandable that there might be those who would be asking this question: "What about the future of the National Safety Council?"

It's a certainty that the future of this, or any other enterprise for that matter, cannot be taken for granted.

To keep pace with the swiftly moving future in safety the volunteers who have made the National Safety Council the organization that it is today, and the financing that has been indispensable to the Council's progress, must be equal to oncoming needs.

Looking ahead to our 60th Annual National Safety Congress and Exposition next Fall, we will need the most affirmative possible answers, the most active possible answers, to these two questions, and I hope you will carry them with you out of the building.

Do we still want a voice in safety that is as independently objective as you have made it possible for the National Safety Council to be?

Do we still have both a right and an obligation to maintain such a voice?

A medical authority of contemporary fame is reported to have had this to say about the human body—*USE IT OR LOSE IT.*

In this company I hardly think it necessary to do more than offer you this stimulating challenge.

I AM

By WAYNE HUMPHREYS
Past National Vice President, Future Farmers of America

I am more powerful than the combined armies of the world. I have destroyed more men than all the wars of the nation. I massacre thousands of people in a single year. I am more deadly than bullets and I have wrecked more homes than the mightiest of guns.

I steal, in the United States alone, over $500,000,000 each year. I spare no one. I find my victims among the rich and poor alike, the young and the old, the strong and the weak. Widows and orphans know me to their ever lasting sorrow.

I loom up in such proportions that I cast my shadow over every field of labor. I lurk in unseen places and do most of my work silently. You are warned against me, yet you heed me not. I am relentless, merciless and cruel.

I am everywhere; in the home, on the streets, in the factory, at the railroad crossings, on land, in the air, and on the seas. I bring sickness, degradation, and death. Yet few seek me out to destroy me. I crush, I maim, I devastate; I will give you nothing and rob you of all you have.

I am your worst enemy.

I am carelessness.

I consider it a great honor to be here at the National Safety Congress, for I well know the effect this meeting and the Council has on our futures. My future was affected last year when I returned home from this congress. I had a friend; he was my buddy.

My high school buddy and I played football together; he was a lot bigger than I was, and time and time again, he blocked some of the biggest tackles in the conference, so I could make a few more yards for us. We studied together; he was smarter than I was. We double-dated nearly every weekend and we started college together. In order to save money, we used the same books.

He's not here anymore. He died November 23. What killed him? Was it an accident? An overdose? A beer party? A mugger? A car? A trap? Now, I realize, that it makes no difference how. The only difference is that he is not here, and I am. I had to come here to the National Safety Congress for him. I owe him; we all owe each other.

We all owe each other the debt to make life a little less difficult for those of us who have survived. And I would rather not just talk about it; I would rather do something about it. For I have learned in the most difficult manner of all, that it is our friends who make our lives worthwhile.

As I stand before you this day, I realize that I was in Houston for breakfast this morning, Chicago for lunch, Minneapolis for dinner, and Dallas for a snack before retiring. We are living in an age of Aquarius—the age where we can touch the stars and visit the planets. It is an age when numbers have ten zeroes and not two. It is an age when we talk about creating organisms and reading about America's most successful story, the American people.

You and I are a part of this dramatic era. It is ours, and I'm glad that it is. At a time when the heavens have seemingly reached down and touched our very lives, life time goals.

Now the question. As a youth of today, for all practical purposes I have lived in an age of Aquarius. I have flown 140,000 air miles in the last 12 months. I have seen and managed the gears with 10 zeroes. I have read about and seen America's most successful story, the American people.

But America's greatest enemy, despite our age of Aquarius, took one of my greatest friends. That one man, because of my carelessness, because of your carelessness, is not here. He might have been the man, the one man that would have become a president, who would have stopped a war, who would have solved a pollution problem, who would have built a boy's ranch, who would have discovered a cure for one of man's greatest diseases. He could have, only if we had allowed him to live. He would have made our lives more worthwhile.

A great enemy persists, but yet a greater force, a greater people shall overcome. It it seems that blissfulness and content in our society should be two of its rewards. As you and I know, this is not the case.

Many new problems have breezed in with the age of Aquarius. As leaders and as future leaders of our nations, it behooves us to accept the responsibility of working to solve these problems, so that our environment and all that is around us will contribute to our task of realizing our will be slow at first. Step by step, thought by thought, we, the most powerful force on earth, shall become more careful. So that our own lives will be more worthwhile, so that our age of Aquarius will not be a mad dream, but a reality. The age of Aquarius, that we all strived for, is an age of safety.

CONGRESS BANQUET

INVOCATION

By THE REVEREND KENNETH HILDEBRAND, D.D.
Pastor, The Central Church of Chicago

Long ago, O God, when there was naught but chaos upon the face of the deep, in your wisdom you said, "Let there be light"–and there was light, and the light became the life of every living thing. And light entered the mind of man, whom you made in your image, and he started to engineer himself out of chaos and to protect himself from the countless dangers which threatened him. Under the smile of your blessing, mankind has been at it ever since–and the end is not yet. We who gather here have unique responsibility in the continuing thrust, and in becoming our brother's brother, to become also his protective shield.

Let us not gag at the word "responsibility," our God. Shape us into responsible agents, assuming leadership that shapes swords of contention into plowshares of accomplishment. Help us recall that a man isn't paid for having brains, but for using them, and to remember that—no matter where we may reside on the totem pole—if we don't give more than we're paid for, we don't deserve what we get.

Yet we are human, O God, and frail. When we are up to our necks in alligators, it's hard for us to keep our minds focused on the main job of draining the swamp. So give us the vision and the dogged resolution to persist in that which we thus far have advanced.

The war for safety is far from won–and we know it. Challenge us, therefore, to close the gap between the present and the future. Grant us each one a spirit of intolerance pertaining to mediocre goals and shoddy performance. Cause us to hunger and thirst for nothing less than excellence.

If we resent the pressures we encounter and are irritated by abrasive demands, help us to remember that pressure produces diamonds, and that irritations give birth to the pearl. Our need is great, O God, for our task is great enough to ask from you at one time,–except for these things more: a blessing on this food and our fellowship, and in all your mercies, a grateful heart.

Amen.

NATIONAL SAFETY CONGRESS BANQUET

The Banquet of the 1971 National Safety Congress was held in the grand ballroom of the Conrad Hilton Hotel, Chicago, October 27, with W. C. Hewitt, Chairman of the Board of Directors, presiding.

The invocation was offered by the Rev. Dr. Kenneth Hildebrand, Minister, The Central Church of Chicago. (The text of Rev. Hildebrand's prayer appears on the preceding page.)

Mr. Hewitt welcomed the Banquet guests to the 59th National Safety Congress. He said the private sector of our nation could point with pride to its support of National Safety Council activities over the span of years, and remarked that the Staff of the Council, everyone in the room, and thousands of others not present had but one objective—to work together toward the goal that all the people of this nation may enjoy safer work places, safer homes, safer recreation and safer highways.

He said all were keenly aware of the accomplishments of the voluntary safety movement—the thousands of lives that have been saved and countless millions who have been spared disabling injuries—and all applauded the passage of the Occupational Safety and Health Act, the National Safe Boating Act, and other legislation which will compliment the efforts of the organized safety movement. "Nevertheless," he continued, "We are also aware of the fact that optimum safety will not be realized through legislation alone—it will be achieved only through the individual and collective efforts of all.

"Each of us has a role in this work. Using the theme 'ZERO IN ON SAFETY,' the hundreds of meetings held during Congress week dealt with the problems of safety in a myriad of areas."

Mr. Hewitt then introduced the hosts of the Congress at the speaker's table and recognized the board members and trustees seated in a special section of the ballroom. He said these were just a very few of the many hundreds of men and women who provide leadership and inspiration to the National Safety Council's continuing programs.

Special mention was also made of Council retirees who had been invited to attend the Banquet. He cited the significant contribution they had made over a period of many years.

For the featured address of the evening, Mr. Hewitt introduced the U. S. Secretary of Labor, James D. Hodgson, citing his long and successful career in labor-management relations, manpower, equal employment opportunity and related topics, prior to his appointment as Secretary in July of 1970. Mr. Hewitt noted that, in his tenure as Secretary, Mr. Hodgson had sponsored successful new legislation on unemployment insurance expansion and, of great significance to the audience, the Occupational Safety and Health Act.

On passage of the Occupational Safety and Health Act, Secretary Hodgson described it as "the most significant legislative achievement of the year, perhaps for the decade, for the American worker." (The text of Secretary Hodgson's remarks will be found on the following pages.)

"Satchel" Paige, legendary figure in Baseball's Hall of Fame, entertained the audience in the windup portion of the program.

Mr. Hewitt concluded the affair by thanking the guests for attending the 59th National Safety Congress, and expressed the hope that everyone's efforts to "Zero In On Safety" in the coming year would be blessed with fulfillment.

ADDRESS

By THE HONORABLE J. D. HODGSON
Secretary of Labor of the United States

I am reminded that there are other subjects than wage and price controls, and other audiences than just those that want to hear about the economy. And for this I am grateful.

It seems I spend most of my time these days talking about "the freeze" and the "post-freeze" and balance-of-payments and the Phillips curve and other such fascinating subjects borrowed from the lexicon of the economists. And now, after this intellectual philandering, I have a chance to return to my first love—safety and health.

I'm glad you safety people are understanding enough to take me back. I won't promise not to stray again—the freeze is strong and the flesh is weak—but I think I'll always want to come back. Some of you may know that safety and health legislation was the first major piece of reform I got involved in when I first came to Washington as Under Secretary of Labor; and I suspect that at some future date, when I am older and grayer than I now am and look back on my days along the Potomac, I will regard passage of this safety legislation as the most important thing I helped to accomplish. Certainly, it is the thing that has brought me the greatest personal satisfaction to date.

Still and all, I do want to begin with a little incident related to the freeze. Early last week I was in Detroit to make a talk on wage and price controls before a joint meeting of the Economic Club and the American Society for Metals. Almost everywhere I go to make a talk, there is the inevitable press conference that follows, and this time was no exception.

So there I was doing the news conference, and fielding questions about the post-freeze period and the economy in general, and getting along famously, when suddenly one reporter spoke up and asked, "Mr. Secretary, why are you people doing all this freeze and post-freeze business now? Why didn't you do it two years ago?"

Well, you know this is an interesting question because there is one school of thought that seems to hold the Administration was a little slow in reacting and that controls ought to have been started sooner. But you don't keep the answers to all possible questions on file in the back of your head. You have to rely on instinct or even inspiration some times. And sometimes the inspiration doesn't come.

But this time I was lucky. I heard myself saying something that was quite obvious and quite true but that had never exactly occurred to me in that precise way before. What I was saying was something like this:

"The reason we didn't do it two years ago or even a year ago was that it wouldn't have worked then. The American people weren't ready for it then. Today they are."

I think this is absolutely true. Wage and price controls wouldn't have worked even six months ago. Here is a program that depends for its success not on an army of bureaucrats to enforce it but on voluntary cooperation of all the parties concerned and the support of the American public. It needs general support to make it work, and we simply didn't have that kind of support in the past.

But a lot of things have happened during the past few months—continuing inflation, the development of a critical monetary situation, an economy that continued to be more sluggish in its response than we wanted—and suddenly overwhelming popular support for controls was there. The American public supported our program, business supported it, labor supported it; and so it is off to a good start. The time couldn't have been better. A little later and we might have missed the boat; a little earlier and we could never have got the boat away from the dock.

I mention this matter of timing because it is critical to much that we do in government—as in other parts of life. I suppose there are some things in which we, in government, have been behind the times. Perhaps this is the case with Equal Employment Opportunity programs. We may have been late with them and thus given ourselves problems in a rush to catch up.

And I suppose today the Administration may be supporting a few programs that are a little ahead of the time. Or at least it seems so if you judge by the problems we have getting them through Congress. One of these that occurs to me is doing something about the crying need to deal with emergency disputes in the transportation industry—disputes like those on the railroads that regularly flare up once or twice a year and threaten to stop the whole economy. Everybody agrees something should be done.

But, so far, once a dispute is over, we tend to settle back in the same old routine until another emergency comes along. We think the time ought to be right for correcting this situation; we think the time *is* right, but somehow we just haven't been able to galvanize Congress into taking the final step. But we're trying—and we'll continue to try.

However, I'm digressing a little. What I want to point out, in this matter of timing, is how important a part it played in passage of the new Williams-Steiger Occupational Safety and Health Act. Here, if anywhere, is an Act whose time has come. Every kind of support came together for it. You'll remember both business and labor supported it, both Republicans and Democrats supported it, the President supported it, and both Houses of Congress supported it. Beyond this, the American people supported it. And this general support is important not only because it assured passage of the Act, but also because it assures its success.

Here is a program which, like wage and price controls, must depend on voluntary support. Sure, we have enforcement measures—we have them in wage and price controls. But their importance is not that we plan to depend on them but only that they are there in case of need. It is their existence, not their use, that is important.

Of course, you must be ready to use enforcement powers, but our safety and health program, like the post-freeze program, will work only if the affected parties want to make it work. For this, you need general support. We have it, I think, in both programs—and we have it because of the timing.

In connection with our safety and health program, it's interesting to ask, "Why now?" Why not 10 years ago—or 20? Or why not 10 years from now? Why did things work out to make the perfect answer today rather than some other time? There seem to be several reasons.

First, it's a time of growing concern about workers' safety—not only among the professionals who keep track of these things but among workers themselves. You all have been concerned with the fact that work-related accidents have been trending upward during the last 10 years, keeping pace with the introduction of new technologies that present new hazards. But it is less well known that workers themselves appear to share your concern.

The Department of Labor commissioned a study in 1969 with the University of Michigan to look into how employees felt about working conditions. One of the things that came out of it was that among all those problems connected with the job, employees ranked as most serious the prospect of becoming ill or injured. And physical dangers and unhealthful job conditions ranked high on the list, ahead of such concerns as discrimination, inadequate fringe benefits, and uncertainty about steady employment. It is clear to us that these concerns about health and safety run deep into the American workforce.

But increasing accidents and growing concern about them weren't enough to make the timing right. What was needed was something more persuasive. And we got it. We got it in the form of a sudden national desire, amounting almost to a passion, to improve our environment and the quality of our lives.

We're all learning a lot of new things about environmental improvement these

days, and we're all concerned about what we're doing to this little planet we call home. We're learning new words—words like "bio-degradeable" and "recycling." And we all realize that if we want to improve the environment, we'd better do something about the work environment, too. After all, that's where most of us spend a great deal of our working hours. If our workplace is polluted, we will be polluted. If it is unhealthful, we will be unhealthy. If it is dangerous, we will be endangered. Working men and women are easily "bio-degradeable." Once used up, they cannot be "recycled" like returnable bottles. They need a protective environment.

So these two events—growing accident frequency rates and concern with the environment—came together to help enact the Williams-Steiger Occupational Safety and Health Act. There was another factor—the long background of unremitting work of the National Safety Council and other voluntary organizations that, over the years, has kept safety in the forefront of the American mind. I do not know that the American worker, the American people, and we in government who are concerned with safety and health will ever be able to discharge the debt of gratitude we owe to these voluntary organizations. They have fought the good fight in good times and bad, and this latest victory is as much theirs as anybody's

But, of course, it is a lot too soon to speak of victory. We have the Act and that's a big first step. As the President said when he signed it, "It is probably one of the most important pieces of legislation, from the standpoint of 55 million people who will be covered by it, ever passed by the Congress of the United States." Of course, I should note a slight miscalculation here. I think we told the President it would affect 55 million people. We've recalculated, and we now say 57 million. (I hope this discrepancy doesn't get back to him!)

But, important as it is, getting the Act is only the first step. Getting it to work is the second. This is an even bigger step, and it's the step that George Guenther and his people are taking now.

We are being guided by four principles in making this safety and health program work. I'd like to take a quick look at them.

Principle No. 1—What is done willingly is done well.

I've touched on this principle a little before. Briefly, it means we in government cannot do the job alone. We depend on the willingness or others—the willingness of employees, organized labor, business and industry. We depend heavily on voluntary cooperation, following the time-honored tradition of the National Safety Council in the field. If we need any proof that the principle works, we have only to look at the experience of the Council. Where there has been participation in its programs, injury frequency rates have averaged more than 70 per cent lower than national rates and severity rates more than 40 per cent lower. We know we need this kind of willing participation, and we believe we are getting it. We are getting it from business.

In spite of the economic reasons for business cooperation—and sometimes these reasons are exceedingly persuasive—there are simply the humane reasons, which are more compelling as business responds to greater and greater demands to assume increased social responsibility. This last, I should add, may be a two-edged sword. As business turns more to discharging responsibilities *outside* its plant gates, it must be careful not to turn its attention away from what goes on *inside* the gates. There are a lot of things competing for its attention these days, and we must see that safety and health are high on the list.

Now let's turn to a corollary principle—

Principle No. 2—The letter killeth but the spirit giveth life.

The Labor Department is charged with enforcing the law. And we are going to. But I think it's fair to say that we'll be guided equally by the spirit of the law as by the letter. Our compliance officers will be there to see that workers are properly protected. But they will also be there to help straighten out problems and to assist employers to be in full compliance. And

employees as well. As one union official told me, "The best asset for a good safety program is a good safety inspector." We intend to have good inspectors.

We're certainly not going to measure the success of this program by how many citations we issue or how many penalties we assess. Quite the reverse. Success will come from progress with as few penalties as possible, from voluntary and even enthusiastic cooperation. We are training our people to get results through the arts of professional persuasion and education, not through the issuance of unnecessary citations. They are difficult arts, but they are ones we must depend on heavily for widespread improvement.

Principle No. 3—The Potomac is a long way from Pittsburgh.

It's an even longer way to the farmlands of the West Coast or the lumber mills of the Pacific Northwest. It is here, in all our far-flung States, where the safety and health problems are, and it is here where we believe they can best be solved. This is a matter of faith with the Nixon Administration. I know that the President has a very keen interest in reforming government, of making it more responsive to local problems, of returning it to the people. And in many of our programs in the Labor Department, we are attempting to do this to the extent we can. We are doing it in our safety and health program.

We are encouraging the individual States to assume real responsibility for developing and enforcing effective occupational safety and health standards. We would like to see approved State programs in operation by July of next year, and we have asked the States to submit plans to us for approval by early 1972. This, incidentally, will be a critical phase in our program. We will insist these plans meet stringent criteria under the Act, and then we must monitor them carefully to see if the States are implementing them adequately. Nevertheless, we are doing all we can to encourage the States to assume this responsibility because we believe this is the best way to make the program work.

Now for our final principle—

Principle No. 4—You can't do what you don't know.

In a very real sense our new program is an educational program. We are trying to raise the national level of consciousness of the importance of occupational safety and health. Especially are we trying to bring the word to the employers and employees who are directly involved. So George and his people are constantly out on the road, meeting with business and organized labor, making speeches before professional and civic groups, producing radio and TV spot announcements, turning out booklets, and doing all the hundred and one things you must do in a major educational and even missionary effort of this sort. And, of course, we are busy training inspectors and compliance officers. I know George believes this whole training effort is so important that the program may stand or fall on it. And from the work he's doing, I can assure you it's going to stand.

I suppose we could develop other principles—principles related to our plans for gathering better safety statistics and our program for research into occupational diseases. But there is a principle of public speaking that I should apply here. It goes, "the bigger the spoke, the bigger the tire." Perhaps the "spoke" is already too big. I hope it hasn't contributed too much to the "tire."

Before I leave off completely, though, I do want to thank you for this opportunity to be with you tonight. I know it's not right to describe this meeting as a victory celebration. We have too far to go—and too much to do. And yet, in these times of soul-searching and high aspiration, it is good to know that we are off on an exciting voyage to a promised land where there are fewer accidents and illnesses to fracture the spirit and demean the quality of the lives of thousands of workers, their families, and their friends.

There is a fair wind blowing, and we are off to a good start. I think that next time we meet, we'll be able to report that we are well along toward our goal of achieving a new high level of safety and health in the American workplace. I am sure we will.

SAFETY EXPOSITION EXHIBITORS—1971

Acme Anti-Skid Corp., 3437 S. Hanover St., Baltimore, Md. 21225
Safety surfacing.

Aden Supply Co., 5706 W. River Dr., N. E., Belmont, Mich. 49306
Safety glasses.

Adolf and Company, 3453 W. Foster Ave., Chicago, Ill. 60625
Industrial clothing.

Advance Glove Mfg. Co., 901 W. Lafayette Ave., Detroit, Mich. 48226
Industrial work gloves and clothing.

The Airomat Corp., 1402 W. Main St., Ft. Wayne, Ind. 46808
Fatigue relief safety mats.

Akron Brass Mfg. Co., P. O. Box 86, Wooster, Ohio 44691
Fire fighting equipment.

Alan Wood Steel Co., Conshohocken Road, Conshohocken, Pa. 19428
Abrasive rolled steel floor plate.

Allied Glove Corp., 4308 W. Armitage Ave., Chicago, Ill. 60639
Gloves and clothing.

Aluminum Ladder Co., West Darlington St. Ext., Florence, S. C. 29501
Fiberglas industrial ladders and accessories.

American Allsafe Co., Inc., 1245 Niagara St., Buffalo, N. Y. 14213
Drybrow sweatbands, nylon fan guards and related products.

American Footwear Corp., 1 Oak Hill Rd., Fitchburg, Mass. 01420
Safety shoes and boots.

American Industrial Safety Equipment Co., 3500 Lakeside Ave., Cleveland, Ohio 44114
Welding and cutting goggles, spectacles, welders' lenses, hard hats, visitors' spectacles, and goggle clips.

American Mat Corp., 400 Park St., Wapakoneta, Ohio 45895
Safety floor matting.

American Minechem Corp., 641 Fourth Ave., Coraopolis, Pa. 15108
Methanometers, anemometers, wetting agents and cleaning compounds.

American Molded Products Ltd., 350 Gate 5 Rd., Sausalito, Calif. 94965
Traffic guide posts, delineators and cones.

American Optical Corp., 14 Mechanic St., Southbridge, Mass. 01550
Head, eye, respiratory, protective devices; safety clothing; safety specialty products.

American Society of Safety Engineers, 850 Busse Hgwy., Park Ridge, Ill. 60068
Professional society.

Ames Publishing Co., One W. Olney Ave., Philadelphia, Pa. 19120
Industrial trade magazine publishers.

Ampco Metal, Inc., 1745 S. 38th St., Milwaukee, Wis. 53201
Hand tools of spark-resistant alloys for use in explosive or flammable conditions.

Ansell Rubber Company Div., Route 4, Northwood, N. H. 03261
Rubber industrial gloves.

Antrex Corp., 3636 W. Montrose Ave., Chicago, Ill. 60618
Safety Talker Message Repeater, portable public address systems.

Apex Safety Products, Washington and Elm Sts., Cleveland, Ohio 44113
Safety hats and caps.

Aquador Plastics, Inc., Box 221, Lyndhurst, N. J. 07071
Highway safety products.

Arnar-Stone Laboratories, Inc., 601 E. Kensington Rd., Mt. Prospect, Ill. 60056
First aid products.

Atlas Safety Equipment Co., Inc., 175-179 N. 10th St., Brooklyn, N. Y. 11211
Industrial safety belts, harnesses, and straps. Ladder climber's safety device. Sky Genie descent control.

Auto Safety, Inc., Norwalk, Iowa 50211
Communications equipment.

Ayerst Laboratories, 685 Third Ave., New York, N. Y. 10017
Industrial hygiene products.

Babbitt Industries, Inc., 2946 Scott Blvd., Santa Clara, Calif. 95050
Eye and head protection.

Bacharach Ind. Inst. Co., 625 Alpha Dr., Pittsburgh, Pa. 15238
Gas analyses instruments. Humidity and temperature indicators and recorders. Multi-gas leak detectors. Air flow velocity indicators.

Badger-Powhatan, Rt. 9, Ranson, W. Va. 25438
Fire protection equipment.

BASF Wyandotte Corp., Wyandotte, Mich. 48192
All purpose absorbant for grease, oil.

W. M. Bashlin Co., 119 W. Pine St., Grove City, Pa. 16127
Linemen's and industrial safety belts, slings, high voltage rubber gloves, sleeves.

Bausch & Lomb Inc., 635 St. Paul St., Rochester, N. Y. 14602
Vision and audio testing equipment.

Bell Safety Mirrors, 1328 Flatbush Ave., Brooklyn, N. Y. 11210
Traffic safety mirrors.

Bell & Howell Co., 7100 McCormick Rd., Chicago, Ill. 60645
Motion picture cameras, projectors, and filmstrip projectors.

Beltone Electronics Corp., 4201 W. Victoria, Chicago, Ill. 60646
Hearing protection equipment.

Best's Safety Publications, A. M. Best Co., Inc., Park Ave., Morristown, N. J. 07960
Safety publications

Best Lock Corp., 6161 E. 75th St., Indianapolis, Inc. 46250
Locking systems, fire door exit locks, padlocks.

Best Mfg. Corp., Menlo, Ga. 30731
Work gloves.

Channing L. Bete Co., 45 Federal St., Greenfield, Mass. 01301
Scriptographic booklets.

Big Beam, 290 E. Prairie St., Crystal Lake, Ill. 60014
Battery operated hand lamps, flashers, emergency lights.

Bio Marine Industries, Inc., 303 W. Lancaster Ave., Devon, Pa. 19330
Oxygen analyzers and controllers.

Bor Lok Products, Inc., 102 5th St., Arbuckle, Calif. 95912
Safety locking device for guns, telephones.

H. L. Bouton Co., Inc., 320 Main St., St. Buzzards Bay, Mass. 02532
Industrial eye protection, goggles, and spectacles.

W. H. Brady Co., 727 W. Glendale Ave., Milwaukee, Wis. 53201
Self-sticking markers and accident prevention signs.

Lester L. Brossard Co., 5 0 N. Michigan Ave., Chicago, Ill. 60611
Safety mirrors for industrial use. Liquid hand cleaner.

Stewart R. Browne Mfg. Co., 839 Stewart Ave., Garden City, N. Y. 11530
Portable explosionproof inspection lights.

E. D. Bullard Co., 2680 Bridgeway, Sausalito, Calif. 94965
Safety hats, caps, and accessories, industrial first aid kits, safety hoist hooks, vehicle alarms, air purifiers, and ear plugs.

Bureau of National Affairs, Inc., 1231 25th St., N.W., Washington, D. C. 20037
Occupational Safety & Health publications.

CAH Industries, 10245 Pacific Ave., Franklin Park, Ill. 60131
Self-extinguishing waste receptacle.

Calgon Commercial Div., Calgon Corp., 7501 Page Ave., St. Louis, Mo. 63166
Hand cleaning products.

Cam-Hi Safety, Inc., 3453 Pierce Dr., Atlanta, Ga. 30341
Safety headwear and rainwear.

Cardox Div., Chemetron Corp., 840 N. Michigan Ave., Chicago, Ill. 60611
Fire fighting equipment and supplies.

Casco Products Corp., 512 Hancock Ave., Bridgeport, Conn. 06602
Hand-portable pressurized dry chemical fire extinguishers.

Cassell Co., Inc., 1785 Tanen St., Napa, Calif. 94558
Emergency lights and barricades.

Century Systems Corp., Box 133, Arkansas City, Kansas 67005
Vapor analyzers and gas leak detectors.

Cesco Safety Products, 2727 W. Roscoe St., Chicago, Ill. 60630
Safety glasses and lenses, cup goggles, special purpose goggles, welding helmets, face shields, respirators, plastic aprons, and hoods.

Charleston Rubber Co., 16 Stark Industrial Park, Charleston, S. C. 29405
Rubber, plastics, and rubber coated gloves, aprons and sleeves.

Otis Clapp & Son, 143 Albany St., Cambridge, Mass. 02139
Industrial pharmaceuticals and first aid products.

David Clark Co., Inc., 360 Franklin St., Worcester, Mass. 01604
Muff-type ear protection.

The Coca-Cola Co., P. O. Drawer 1734, Atlanta 30301
Coca-Cola served through the courtesy and cooperation of the Coca-Cola Bottling Company of Chicago.

Columbus McKinnon Chain Div., 160 Fremont St., Tonawanda, N. Y. 14150
Sling chains, hooks, and coupling links.

Commerce Clearing House, 4025 W. Peterson, Chicago, Ill. 60646
Safety publications.

Computer Claims Control, Box 2827, Amarillo, Texas 79105
Accident cost control records keeping.

Control Electronics Co., 263 Jefferson St., Newark, N. J. 07105
Power press safety device.

Converse Rubber Co., 392 Pearl St., Malden, Mass. 02148
Safety toe rubber footwear, industrial rubber footwear, protective clothing of rubber and neoprene.

Custom Materials Inc., Alpha Industrial Park, Chelmsford, Mass. 01824
Static-free permanently conductive polyolefin.

Dahlberg Electronics, Inc., 7731 Country Club Dr., Golden Valley, Minn. 55427
Audiometric devices.

Den-Va Company, 62 Stanhope St., Brooklyn, N. Y. 11221
Nylon safety spectacles.

Detex Corp., 53 Park Place, New York, N. Y. 10007
Watchmen's clocks.

R. E. Dietz Co., 225 Wilkinson St., Syracuse, N. Y. 13201
Lanterns, torches, flashers, barricades, and safety equipment.

Diversa Sign, 4518 Lakeside Ave., Cleveland, Ohio 44114
Changeable letter safety sign panels.

Dixon Valve & Coupling Co., Second St. & Columbia Ave., Philadelphia, Pa. 19122
Safety hose couplings.

H. E. Douglass Engineering Sales Co., 2700 W. Burbank Blvd., Burbank, Calif. 91505
Hearing protectors.

Dresser Crane Hoist & Tower Div., 414 W. Broadway, Muskegon, Mich. 49443
Lifting devices.

Duff-Norton Co., 100 Pioneer Rd., Box 1719, Charlotte, N. C. 28201
Hand chain hoists.

E. I. du Pont de Nemours & Co., Inc., (Nomex Div.), Wilmington, Del. 19898
"Nomex" fabric.

E. I. du Pont de Nemours & Co., Inc., (Freon Div.), Wilmington, Del. 19898
Fire extinguishing agent.

Duracraft Corp., 2630 S. 2nd W., Salt Lake City, Utah 84110
Gloves.

Durable Textile Products Co., 313 Arch St., Philadelphia, Pa. 19106
Dust masks.

Durafab Disposables, Inc., Box 658, Cleburne, Texas 76031
Industrial & safety disposable apparel.

Dymo Products, Box 1030, Berkeley, Calif. 94701
Marking systems.

Eagle Mfg. Co., 24th & Charles Sts., Wellsburg, W. Va. 26070
Safety cans, cigarette-cigar butt cans, drain cans, drip cans, brass oilers.

Eastern Metal of Elmira, Inc., 1430 Sullivan St., Elmira, N. Y. 14901
Safety signs.

Eastern Safety Equipment Co., Inc., 19-79 Steinway St., New York, N. Y. 11105
Safety goggles and spectacles.

Eckel Industries, Inc., 155 Fawcett St., Cambridge, Mass. 02138
Noise control and hearing conservation.

Economy Engineering Co., 484 Thomas Dr., Bensenville, Ill. 60106
Telescoping work platform.

Edmont-Wilson, 1205 Walnut St., Coshocton, Ohio 43812
Coated and impregnated work gloves.

Elkhart Brass Mfg. Co., Inc., 1302 E. Beardsley Ave., Elkhart, Ind. 46514
Nozzles and other fire department supplies and fire fighting equipment.

Emed Co., Inc., 1675 South Park Ave., Buffalo, N. Y. 14220
Safety signs.

Encon Mfg. Co., 4914 Dickson St., Houston, Tex. 77007
Eye wash fountains, emergency showers, personal air conditioning equipment.

Falcon Safety Products, Inc., 1137 Route 22, Mountainside, N. J. 07092
Fire alarms, sirens, horns, bells and other signaling devices.

Federal Sign and Signal Corp., 13625 S. Western Ave., Blue Island, Ill. 60406
Sirens, horns, bells, and warning lights for visual and audible signaling.

Fendall Co. 2222 Diversey Pkwy., Chicago, Ill. 60647
Spectacles, face shields, and cup-type and cover goggles.

Ferno-Washington, Inc., 600 Pine St. Greenfield, Ohio 45123
Emergency patient handling equipment and accessories for the first aid room.

Fibre-Metal Products Co., 5th and Tilghman Sts., Chester, Pa. 19016
Safety hats and caps, face shields, safety masks, welding helmets, headrest and combination goggles.

Fine Organics, Inc., 205 Main St., Lodi, N. J. 07644
Solvents, carbon removers, emulsion cleaners, polishers, and disinfectants.

Flents Products Co., Inc., 103 Park Ave., New York, N. Y. 10017
Hearing protection.

Ford Division—Ford Motor Co., Box 658, Dearborn, Mich. 48121
Ford passenger car with safety features.

Frommelt Industries, Inc., 465 Huff St., Dubuque, Iowa 52001
Wrap-around portable safety welding shield; portable welding screen.

Fyrepel Products, Inc., 951 Buckeye, Newark, Ohio 43055
High heat protective clothing and equipment for industry, space-military, and fire fighting agencies.

General Electric Co., 1 River Rd., Schenectady, N. Y. 12305
Ear protectors.

General Fire Extinguisher Corp., 1685 Shermer Road, Northbrook, Ill. 60062
Fire extinguishers.

General Motors Corp., 3044 W. Grand Blvd., Detroit, Mich. 48202
Automotive safety.

General Radio Co., 300 Baker Ave., W. Concord, Mass. 01742
Hearing protection equipment and testing.

GenTex Corp., Box 315, Carbondale, Pa. 18407
Head protection equipment.

Glas-Tex, 14832 Arrow Highway, Baldwin Park, Calif. 91706
Fiberglass safety signs.

Glendale Optical Co., Inc., 130 Crossways Park Drive, Woodbury, N. Y. 11797
Eye and face protective equipment.

Globe Safety Products, 125 Sunrise Place, Dayton, Ohio 45407
Resuscitators.

Gold Seal Rubber Co., 65 Sprague St., Boston, Mass. 02137
Industrial rubber footwear.

The Granet Corp., 25 Loring Drive, Framingham, Mass. 01701
Coated fabric work glove.

A. E. Halperin Co., Inc., 716 Columbus Ave., Boston, Mass. 02120
Stretchers, first aid kits, and accessories.

Haws Drinking Faucet Co., 4th and Page Sts., Berkeley, Calif. 94710
Emergency eyewash and showers.

Hazard Controls, Inc., Woodland & Yale Aves., Cherry Hill, N. J. 08034
Warning lights, barricades, signs, reflectors, cylinder clamps, lockouts, ladder shoes, can carriers, flags, and barrier rope.

Warren Heim Corp., 222 N. 5th Ave., Mt. Vernon, N. Y. 10550
Canvas buckets, bags, and protective covers.

Hilti Fastening Systems, Inc., 360 Fairfield Ave., Stamford, Conn. 06904
Fastening tools.

Himco, Inc., Valley Head, Ala. 35989
Ladders.

Hy-Test Safety Shoes, Div. of International Shoe Co., 1509 Washington Ave., St. Louis, Mo. 63166
Safety shoes and conductive and nonconductive footwear.

Illinois Glove Co., 7301 N. Lawndale Ave., Skokie, Ill. 60076
Industrial work gloves and lineman's gloves.

Industrial Products Co., 2880 N. 4th St., Philadelphia, Pa. 19133
Industrial clothing.

Insta-Mold Prosthetics, Inc., 1111 Walnut St., Philadelphia, Pa. 19107
Silicone ear plugs and protectors.

Inter-American Safety Council, 140 Cedar St., New York, N. Y. 10006
Educational publications in Spanish.

International Film Bureau, Inc., 332 S. Michigan Ave., Chicago, Ill. 60604
Safety films.

International Safety Academy, 1021 Georgia Ave., Macon, Ga. 31201
Safety management services.

Interstate Div., Royal Industries, 947 N. Vignes St., Los Angeles, Calif. 90012
Traffic cones, markers and delineators.

Iron Age Safety Shoe Co., 2406 Woodmere Dr., Pittsburgh, Pa. 15205
Work and dress-style safety shoes and safety rubber footwear.

Jackson Products, 5523 E. Nine Mile Rd., Warren, Mich. 48091
Goggles, welding helmets, face shields, safety hats and caps.

Jomac-Products, Inc., 863 Easton Rd., Warrington, Pa. 18976
Chemical and protective vinyl clothing and gloves, and terry cloth gloves and products.

Jones and Co., 861 Broad St., Providence, R. I. 02907
Full-vision visor goggles and replaceable lenses.

Junkin Safety Appliance Co., Inc., 3121 Millers Lane, Louisville, Ky. 40216
Interlocking barrier gate guard for power presses; safety shields for grinders; stretcher cases and stretchers.

Justrite Mfg. Co., 2061 N. Southport Ave., Chicago, Ill. 60614
Safety cans, bench cans, plunger cans. Oily waste cans. Electric lanterns and flashlights for use in hazardous areas.

Karel First Aid Supply Co., 4342 Ogden Ave., Chicago, Ill. 60623
Medical equipment for industrial hospitals and first aid rooms.

Kaufman Footwear, Ltd., 410 King St., W., Kitchener, Ontario, Can.
Safety footwear.

K D Lamp Co., 1910 Elm St., Cincinnati, Ohio 45210
Emergency lighting.

Kimsafe, Inc., 4900 Campbell Road, Willoughby, Ohio 44094
Personal protection devices for industry.
Personal protection devices for employees in industrial plants.

Mathias Klein & Sons, Inc., 7200 McCormick Rd., Chicago, Ill. 60645
Linemen's equipment.

Knapp King-Size Corp., One Knapp Centre, Brockton, Mass. 02401
Safety shoes.

Koehler Mfg. Co., 123 Felton St., Marlborough, Mass. 01752
Safety lighting.

Kwik-Kold, Inc., 808 Highway 24 W., Moberly, Mo. 65270
Instant cold packs for first aid treatment.

Laboratory for Chromotography, 212-14 48th Ave., Bayside, N. Y. 11364
Drug abuse prevention programs.

Laerdal Medical Corp., 136 Marbledale Rd., Tuckahoe, N. Y. 10707
Training aids and equipment for resuscitation and first aid.

Lectric Lites Co., 2504 W. Vickery St., Ft. Worth, Tex.
Barricade flasher lights and traffic signs.

Walter G. Legge Co., Inc., 101 Park Ave., New York, N. Y. 10017
Safety floor maintenance materials, Personnel and equipment grounding devices.

Lehigh Safety Shoe Co., First and Minor Sts., Emmaus, Pa. 18049
Leather and rubber safety footwear including conductive and electrical hazard shoes.

Lensclean, Inc., 151 W. 25th St., New York, N. Y. 10001
Lens cleaning products.

Liberty Protective Leathers, Box 211, Clark Mills, N. Y. 13321
Leather gloves and mittens.

Louisville Ladder Co., 1163 Algonquin Pkwy., Louisville, Ky. 40207
Fiberglass and aluminum steps, platforms, extension trestles, aluminum planks and stages steel warehouse ladders.

Thom McAn Shoe Co., 67 Millbrook St., Worchester, Mass. 01606
Safety shoes.

Julian A. McDermott Corp., 1639 Stephen St., Ridgewood, Brooklyn, N. Y. 11227
Warning and safety lighting for municipal industrial and utility use.

Machinery Center, Inc., 1201 S 6th West, Box 964, Salt Lake City, Utah 84110
Sala Safety Block.

Magid Glove Mfg. Co., Inc., 2201 W. Wabansia Ave., Chicago, Ill. 60647
Industrial gloves.

Maico Hearing Instruments, 7375 Bush Lake Rd., Minneapolis, Minn. 55435
Hearing protection equipment.

Mark Indicator Co., Box 70, Easton, Pa. 18042
Crane warning device.

Marlin Industrial Div., 100 Kenna Dr., North Haven, Conn. 06473
Educational safety training centers.

Mars Disposables, 350 Fifth Ave., New York, N. Y. 10001
Disposable wearing apparel.

Martin-Decker Co., 1928 S. Grand Ave., Santa Ana, Calif. 92705
Scales and weight calibrators.

Martindale Electric Co., 1375 Hird Ave., Cleveland, Ohio 44107
Protective masks and refills, protective eyeshields, and electrical testing instruments.

Medical Supply Co., 1027 W. State St., Rockford, Ill. 61101
First aid kits and accessories, Resuscitation training aids, stretchers.

Meyer Industries Inc., Box 114, Red Wing, Minn. 55066
Safety products for the protection of person while climbing.

Miller Equipment Co., Inc., 13th and New Sts., Franklin, Pa. 16323
Linemen's safety equipment and accessories.

Mine Safety Appliances Co., 201 N. Braddock Ave. Pittsburgh, Pa. 15208
Complete line of safety equipment for industry and mining.

Mopeco Div., General Cable Corp., 5600 W. 88th Ave., Westminster, Colo. 80030
Portable ventilating and heating equipment.

Morse Safety Products Co., 18103 Roseland Ave., Cleveland, Ohio 44112
Eye protection.

Mott Corp., 500 Shawmut Ave., LaGrange, Ill. 60526
Safety mowers.

National Environmental Instruments, 151 Rock St., Fall River, Mass. 02722
Environmental health and safety instrumentation.

National Fire Hose Corp., 516 E. Oaks St., Compton, Calif. 90224
Fire hose specialties for the industrial fire departments.

National Foam System, Inc., Union & Adams Sts., W. Chester, Pa. 19380
Fire fighting equipment.

National Mine Service Co., 3000 Koppers Bldg., Pittsburgh, Pa. 15219
Draeger gas detectors.

Newco Mfg. Co., Inc., 13531 Wyandotte St., Kansas City, Mo. 64145
Wire rope fittings, miniature slings, and a minature crane demonstrating various lifts.

Newton Glove, Inc., P. O. Drawer 7, Newton, N. C. 28658
Safety and work gloves.

Norris Industries, U. S. Highway #1, South, Newark, N. J. 07114
Fire extinguishers and fire fighting systems.

North American Signal Co., 2700 N. Pulaski Rd., Chicago, Ill. 60639
Emergency warning lights.

Northern Signal Co., 350 Tower Rd., Saukville, Wis. 53080
Flashers and barricades.

Occupational Hazards, 614 Superior Ave., W., Cleveland, O. 44113
Occupational Hazards Magazine.

On Gard Industrial Footwear, Inc., 5516 W. Cermak Rd., Chicago, Ill. 60650
Safety shoes.

Onox, Inc., 121 Second St., San Francisco, Calif. 94105
Foot protective products.

Osborn Mfg. Co., 960 N. Lake St., Warsaw, Ind. 46580
Safety pliers, lockout devices, mufflers and stretcher cases.

Pack-Kit Safety Equipment Co., 1 Seneca Place, Greenwich, Conn. 06831
First aid kits and supplies.

Paralta Equipment Co., 2036—164th Pl., Hammond, Ind. 46320
Flashing lights, barricades, traffic cones, vests, flags, trouble lights, signs.

Patent Scaffolding Co., 11-11 34th Ave., New York, N. Y. 11106
Aluminum scaffolding, rolling, and wood and aluminum ladders.

Pedley-Knowles & Co., 533 Second St., San Francisco, Calif. 94107
Safety and work nets of manila rope and plastic.

Pem-All Mfg. Co., 39A Myrtle St., Cranford, N. J. 07016
Fire extinguishers.

Personal Environment Systems, 4429 San Fernando Rd., Glendale, Calif. 91204
Respiratory protective systems.

The Pioneer Rubber Co., 1939 Tiffin Road, Willard, Ohio 44890
Industrial gloves.

Plectron Corp., Overton, Nebr. 68863
Communications equipment.

The Positive Safety Mfg. Co., 1052 E. 134th St., Cleveland, Ohio 44110
Power press safety devices.

Power-Pak Products, 2280 Niagara St., Buffalo, N. Y. 14207
Fire Fighting Equipment.

Precision Acoustics Corp., 55 W. 42nd St., New York, N. Y. 10036
Bekesy screening audiometers and test booths.

Protect-Aire Div., Kennel-Aire Mfg. Co., 725 N. Snelling Ave., St. Paul, Minn. 55104
Driver protection guards.

Protectoseal Co., 225 Foster Ave., Bensenville, Ill. 60106
Safety containers for the handling, storing and dispensing of flammable liquids.

Protexall Co., P. O. Box 307, Green Lake, Wis. 54941
Clothing.

Pulmosan Safety Equipment Corp., 30-48 Linden Pl., Flushing, N. Y. 11354
Respirators, eye protection, helmets, protective clothing, asbestos and leather gloves, safety glasses, first aid kits, and face shields.

Pyrotronics, Div. Baker Industries, 8 Ridgedale Ave., Cedar Knolls, N. J. 07927
Fire and smoke detection and alarm systems.

Racine Glove Co., Inc., Box 368, Rio, Wis. 53960
Safety gloves and apparel for industry and fire protection, safety specialty products.

Radiator Specialty Co., 1400 W. Independence Blvd., Charlotte, N. C. 28201
Traffic guides; cones, light, flags.

Rainfair, Inc., 1501 Albert St., Racine, Wis. 53401
Wet weather and safety clothing.

Ranger Rubber Co., 229 Adrian St., Emmaus, Pa. 18049
Rubber waterproof footwear.

Ratcliffe Hoist Co., 614 Mountain View Ave., Belmont, Calif. 94002
Safety hoists and load binders.

Record Industrial Co., 1020 8th Ave., King of Prussia, Pa. 19406
Industrial safety shoes, work clothing and work gloves.

Red Wing Shoe Co., 419 Bush, Red Wing, Minn. 55066
Safety workshoes, oxfords, and boots.

J. C. Renfroe Sons, Inc., Box 4279, Jacksonville, Fla. 32201
Safety clamps for lifting steel.

Research & Trading Corp., 209 Greenbank Rd., Wilmington, Del. 19808
Climbing device.

Reviv-A-Life Resucitators, 8335 S. Halsted St., Chicago, Ill. 60620
Resuscitation equipment.

Rockford I. C. Webb, Inc., 301 N. Madison St., Rockford, Ill. 61110
Noise resistant ear protectors.

Rockwood, 80 Second St., S. Portland, Maine 04106
Fire fighting equipment.

Rose Mfg. Co., 2700 W. Barberry Pl., Denver, Colo. 80204
Automotive seat belts, Industrial safety belts, lanyards, net, and ladder safety devices.

Safeline Products, Putnam, Conn. 06260
Safety Clothing.

Safety Appliance Co., 319 E. Front St., Tyler, Tex. 75701
Foot protection.

Safety & Industrial Net Co., 23 Edgerton St., East Hampton, Conn. 06424
Safety Nets.

Safety Clothing and Equipment Co., 1990 E. 69th St., Cleveland, Ohio 44103
Safety clothing and equipment for industrial workers.

Safety First Products Corp., 175 Saw Mill Road, Elmsford, N. Y. 10523
Portable stored pressure dry chemical fire extinguishers.

Safety First Shoes, Inc., 9th and Greenleaf Sts., Allentown, Pa. 18105
Safety shoes for industry, railroad, and military use.

Safety Guide Div., International Plastics, Inc., 10 Innovation Lane, Colwich, Ks. 67030
Highway warning devices.

The Safety Journal, Anderson, S. C. 29621
Safety publication.

Safety Laboratories, Inc., 220 N. E. 68th St., Miami, Fla. 33138
Emergency oxygen.

Safety Products Co., 1701 N. Ashland Ave., Chicago, Ill. 60622
Safety lighting.

Safeway Safety Products, 918 Blackhawk Blvd., Rockton, Ill. 61072
Safety cans.

W. H. Salisbury and Co., 401 N. Morgan St., Chicago, Il. 60622
Linemen's rubber protective devices.

Sawyer-Tower Products, Inc., 76 Stanley Ave., Watertown, Mass. 02172
Industrial protective, and safety clothing.

Schuberth Corp., 1205 Champlain St., Toledo, Ohio 43604
Safety hats and caps, face shields, accessories.
Helmets, safety hats and caps, safety goggles, and wrap-around protective goggles.

Scott Aviation, 225 Erie St., Lancaster, N. Y. 14086
Respirators, inhalators, and environmental protection equipment.

Searjeant Safety Products, 3111 Winton Rd., S., Rochester, N. Y. 14623
Press guards.

Seiberling Latex Products, 4500 S. E. 59th St., Oklahoma City, Okla. 73135
Industrial rubber gloves.

Sellstrom Mfg. Co., Highway 53 at U. S. 14, Palatine, Ill. 60067
Eye and face protective equipment.

Seron Mfg. Co., 15 W. Jefferson St., Joliet, Ill. 60431
Eye glass guards.

The Servus Rubber Co., 1136 Second St., Rock Island, Ill. 61201
Rubber footwear of all types.

Sigma Engineering Co., 11320 Burbank Blvd., N. Hollywood, Calif. 91601
Hearing protection equipment.

Singer Safety Products, 450 N. Lake Shore Dr., Chicago, Ill. 60611
Gloves, portable welding screens.

Sky Genie, Box 6405 South, Ft. Smith, Arkansas 72901
Descent control device.

Sonotek, 11261 W. Forest Home Ave., Franklin, Wisc. 53132
Noise enclosures.

Speakman Co., 301 E. 30th St., Wilmington, Del. 19899
Emergency eyewash and showers.

SR Products, Inc., Box 308, Mendenhall, Pa. 19357
Sprinkler system.

Standard Industrial Products Co. of Ill., 3527 Farmington Rd., Peoria, Ill. 61601
Dunking station smoking receptacles.

Standard Safety Equipment Co., 431 N. Quentil Rd., Palatine, Ill. 60067
Acid and chemically resistant clothing.

Standard Signs Inc., 3190 E. 65th St., Cleveland, Ohio 44127
Industrial accident prevention signs and road work area protection equipment.

Sta-Put Enterprises, Inc., 201 Willow St., Massapequa Park, N. Y. 11762
Wheel Chocks.

Steel Grip Safety Apparel Co., Inc., 700 Garfield St., Danville, Ill. 60832
Hand and body protection.

Stephenson, Div. of Bangor Punta, Meridian Rd., Eatontown, N. J. 07724
Resuscitation equipment, Speedalyzer, Breathalyzer.

Stonehouse Signs, Inc., 5550 W. 60th St., Arvada, Colo. 80002
Accident prevention signs and tags.

Stop-Fire, Inc., U. S. 1 at Black Horse Lane, New Brunswick, N. J. 08902
Fire extinguishers.

Surety Rubber Co., North High St., Box 27, Carrollton, Ohio 44615
Safety apparel, gloves, sleeves, aprons, and specialized protective equipment.

Surty Mfg. Co., 4239 W. Kedzie St., Chicago, Ill. 60624
Press guards.

Survivair, Division of U. S. Divers Co., 3323 W. Warner Ave., Santa Ana, Calif. 92702
Self-contained breathing equipment. Wet pick-up vacuum unit. Voice amplifiers.

S. G. Taylor Chain Co., Inc., 3-141st., Box 508, Hammond, Ind. 46325
Alloy steel chain and fittings.

Titmus Optical Co., Inc., 1015 Commerce St., Vicksburg, Va. 23804
Safety frames, safety lenses and vision tester.

Thermal Conduction Engineering, 865 Roosevelt Ave., Secaucus, N. J. 07094
Safety shower—eyebath combination.

Thermoplastic Processes, Inc., Valley Rd., Stirling, N. J. 07980
Lighting devices.

3M Company, 3M Center, St. Paul, Minn. 55101
Face masks and visual aids products.

Tracor, Inc., 6500 Tracor Lane, Austin, Tex. 78721
Hearing protection and testing equipment.

Tri-Tix, Inc., 6411 N. Mequon Rd., Mequon, Wis. 53092
Safety cones traffic posts.

Tri-Wall Containers, Inc., 1 DuPont St., Plainview, N. Y. 11803
Fire retardant products.

Underwriters' Laboratories, Inc., 207 E. Ohio St., Chicago, Ill. 60611
An independent testing organization for public safety.

Uniroyal, Inc., 1230 Sixth Ave., New York, N. Y. 10020
Safety footwear.

U. S. Forgecraft Corp., Box 387, Fort Smith, Ark. 72901
Safety hardware.

United States Safety Service Co., 1535 Walnut St., Kansas City, Mo. 64108
Industrial eyewear and hearing protection.

Wagner Sign Service, Inc., 3100 Hirsch St., Melrose Park, Ill. 60160
Changeable copy displays for employee relations and safety programs.

Watchemocket Optical Co., Inc., 232 W. Exchange St., Providence, R. I. 02903
Safety goggles, respirators face shields and safety signs.

Weaver Div., Dura Corp., 2171 S. 9th St., Springfield, Ill. 62703
Emergency lighting.

Welsh Mfg. Co., 9 Magnolia St., Providence, R. I. 02909
Respirators, safety spectacles, goggles, safety hats, faceshields, and welding helmets.

R. D. Werner Co., Inc., Box 580, Greenville, Pa. 16125
Fiberglass ladders.

Western Drinking Fountains, Inc., Glen Riddle, Pa. 19037
Eye wash fountains and drench showers.

Wheeler Protective Apparel, Inc., 224 W. Huron St., Chicago, Ill. 60610
Industrial safety apparel.

Whelen Engineering Co., Inc., 3 Winter St., Deep River, Conn. 06417
Emergency and warning lights, flashers, and beacons.

White-Haines Optical Co., 82 N. High St., Columbus, Ohio 43216
Safety eyewear.

Wilco, Inc., 113 S. Main St., Stillwater, Minn. 55082
Machine guards.

Williams Jewelry and Mfg. Co., 4544 N. Western Ave., Chicago, Ill. 60625
Safety plaques, trophies, awards, emblems, badges, and incentives.

Wilson Products Div., Electric Storage Battery Co., 2nd and Washington Sts., Reading, Pa. 19603
Personal protective equipment for industry.

Wolverine World Wide, 9341 Courtland Dr., Rockford, Mich. 49341
Hand and head protection.

Woodlets, Inc., 90 Chenango St., Buffalo, N. Y. 14213
First aid products.

Worklon, Inc., 64 New York Ave., Huntington, N. Y. 11744
Special purpose clothing—acid-resistant, lint-free, static free and fire retardant.

Xerox Films, High Ridge Park, Stamford, Conn. 06904
Safety films.

SCHOOL & COLLEGE EXHIBITORS

Aetna Life & Casualty, 151 Farmington Ave., Hartford, Conn. 06115
Aetna Drivotrainer and Drivocator Systems.

AIMS Instructional Media, Inc., Box 1010, Hollywood, Calif. 90028
Safety and driver education films.

Allstate, Allstate Plaza, Northbrook, Ill. 60062
Driver education.

American Automobile Assn., 1712 G St., N.E., Washington, D. C. 20006
Traffic safety.

American Driver & Traffic Safety Education Assn., 1201 16th St., N.W., Washington, D. C. 20036
Driver education and traffic safety.

Bumpa Tel, Inc., 775 S. Kingshighway, Cape Girardeau, Mo. 63701
Traffic safety signs.

Ford Motor Co., The American Rd., Dearborn, Mich. 48185
Driver educations materials, filmstrips.

General Service Board of Alcoholics Anonymous, 468 Park Ave., S., New York, N. Y. 10016
Alcohol abuse information.

Hartzell Corp., 2516 Wabash Ave., St. Paul, Minn. 55114
Motorcycle simulator.

Hydramite Div., 5453 Northwest Highway, Chicago, Ill. 60630
Dual-control braking device.

Indiana Driver & Traffic Safety Assn., Indiana State U., Terre Haute, Ind. 47809
Driver education.

Minicast, 7639 W. 39th Ave., Wheat Ridge, Colorado 80032
AM radio range communications.

Missouri Safety Center, Warrensburg, Mo. 64093
Safety education.

Motorola Communications, 1301 E. Algonquin Rd., Schaumburg, Ill. 62901
Communications devices.

National Safety Curriculums, Box 189, Deerfield, Ill. 60015
Audio-visual educational materials.

Professional Arts, Inc., 1752 Parrott Dr., San Mateo, Calif. 94402
16 mm color sound films and filmstrips.

Southern Illinois University, Carbondale, Ill. 60172
Safety education.

Study Systems, Inc., 90 Main St., Hackensack, N. J. 07601
Multi-media educational products.

TAPCO, Inc., 120 W. 120th St., Wauwatosa, Wisc. 53226
Driver range equipment.

Volkswagen, 3737 Lake-Cook Rd., Deerfield, Ill. 60015
Driver education unit.

Zaun Sales, 1340 Winchester Ave., Glendale, Calif. 91201
Driver education.

EDUCATIONAL EXHIBITORS

American Assn. of Industrial Nurses, 6900 Grove Rd., Thorofare, N. J. 08086
The industrial nurse's role in safety.

American Conf. of Industrial Hygienists, 1014 Broadway, Cincinnati, Ohio 45202
Industrial hygiene publications.

American Industrial Hygiene Association, 210 Haddon Ave., Westmont, N. J. 08108
Information about associations activities.

American Medical Association, Council on Occupational Health, 535 N. Dearborn St., Chicago, Ill. 60610
Occupational Health literature.

Chicago Fire Department
Information on the work of the Fire Prevention Bureau.

Chicago Police Dept., Traffic Div.
Traffic safety.

Illinois Dept. of Labor, 160 N. LaSalle St., Chicago, Ill. 60601
Educational information.

Occupational Safety & Health Administration, Washington, D. C.
Information on federal safety legislation.

Prevention of Blindness Inc., National Society for the, 16 E. 40th St., New York, N. Y. 10016
Literature and information in industrial and vocational school eye health and safety programs.

National Safety Council

A Membership Organization Dedicated to Protecting Life and Promoting Health

March 21, 2001

Baron & Budd, P.C.
The Centrum
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Dallas, TX 75219-4281

To Whom It May Concern:

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Robert J. Marecek
Manager, Library

Marilyn P. Pettersen

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