

11-21-1931

# Industrial Safety Bulletin Nov. 1931

Maine Department of Labor and Industry

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## Recommended Citation

Maine Department of Labor and Industry, "Industrial Safety Bulletin Nov. 1931" (1931). *All Bureau of Labor Standards Documents*. Paper 234.  
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L 12.19: 931/11

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# INDUSTRIAL SAFETY BULLETIN

NOV. 1931

Accident prevention work pays three-fold returns. There is a return to the employer in lower costs, a return to the employe in a physical and monetary saving, and a return to the community through a lessening of care for the maimed and disabled. Any one of these alone justifies the furtherance of the work, but taken in the aggregate they constitute one of the most important planks in the platform of good business.

E. G. GRACE, President,  
Bethlehem Steel Corp.

Issued by  
THE DEPARTMENT OF LABOR AND INDUSTRY  
Augusta, Maine

NOV 21 1931

# Plant Routing:

Superintendent  
Master Mechanic  
Steam Supt.  
Electrical Supt.  
Maintenance Supt.  
Safety Director  
Plant Nurse  
Chairman, Safety Com.  
Mr. ....  
Mr. ....  
Mr. ....  
Mr. ....  
Mr. ....  
Mr. ....

Please read thoroughly  
and pass along promptly  
according to this  
routing. One idea thus  
gained may save a life.

**S-A-F-E-T-Y**  
spells  
**GOOD BUSINESS**

We suggest that this cover  
be folded back on heavy line  
and clipped. Check names of  
those you wish to read the  
material in this Bulletin.



147647

# INDUSTRIAL SAFETY BULLETIN

DEPARTMENT OF LABOR AND INDUSTRY - - AUGUSTA, MAINE

CHARLES O. BEALS, Commissioner

Walter J. Brennan  
Edward K. Sawyer  
Minnie E. Hanley

Safety Engineer  
Inspector  
Woman Factory Inspector

Vol. I

November 1931

No. 4

## AN APPRECIATION

Maine's Fourth Annual Safety Conference is now history and those who had to do with the arrangement of this exposition feel a sense of gratitude toward those progressive industries who were represented. Such a magnificent response in the face of present business conditions reflects credit upon their appreciation of the humane, their business acumen and their willingness to subscribe to that which their competitors utilize effectively.

When we consider the masterful speeches by nationally-known authorities it is natural to deplore the fact that all of those whose accident experience is bad could not have profited. When we reflect that the cream of the wonderful National Safety Congress Exhibit, featuring the recent Congress at Chicago, was available to Maine's industrialists we regret that many lost the opportunity to learn of the latest and best in equipment and devices. As we go about finding all manner of unsafe conditions accepted as customary and usual we have a better appreciation of those who are not satisfied with "good" but rather demand the "best" for their personnel.

A host of delegates returned to industry with a better conception of safety ways and means, inspired with a greater enthusiasm and better equipped as a result of their new knowledge to combat the accident problem more intelligently. Intangible as the profit may be a bountiful dividend will result; the accidents prevented are never known to us and cannot be included in the profit account.

This Department appreciates industry's willingness to contribute their just share and because of it we are inspired to go forward for bigger and better things in accident prevention.

PPPPA1

### WILL THEY HELP YOU?

So great was the interest and enthusiasm over the many samples of the home-made safety posters that these are to be routed throughout the State in order that they may be completely utilized and thus lend a hand to those who have need of powerful displays on their bulletin boards.

No commercial poster can hope to arouse the interest these will produce. Some force must attract weary workers to bulletin boards and these are so different as to be magnetic. Crudity in itself, coupled with the advertising values of color, pull the lukewarm safety worker to the display and pound the lesson home through brain fog. It is hoped that every company will develop some means of utilizing the many opportunities each day's happenings offer for safety education.

Requests will be filed and a routing arranged through various areas, each user agreeing to re-ship to the next applicant. They must not be displayed outdoors unless in a glass case, wetting being disastrous to many of them. Are you interested?

### LAWRENCE CEMENT PLANT A CONTENDER

It looks as though the National Portland Cement Association's beautiful safety trophy, awarded each January 1st to that cement plant having the best safety record, will come to Maine this year for at the Lawrence Plant the 200 employees have completed ten consecutive no lost-time accident months.

A mass meeting recently held reflected the reasons for such outstanding performance. For an hour after the day's work was over the employees, supervisors and management stood to listen to "pep" talks by representatives of this Department. The ideal working conditions contribute greatly as do the many novel presentations of the safety subject. Mr. Sonntag, General Manager, is the type of executive who contributes much, is completely informed of progress and who really leads the drive by his participation in every angle of the work.

### HOW ABOUT TRUCK WHEEL FASTENINGS?

A hand truck loaded with castings dropped a wheel into a hole in the floor and the surge sheared a nail used to hold on a wheel in lieu of a cotter pin and washer.

The half ton of castings were spilled onto the feet of bystanders with injuries resulting in costs of over \$1000.00. Just a nail! But what a lot of grief can result from such unsafe practices! A daily inspection of such fastenings is not a difficult thing to arrange and such attention to detail is the very essence of safety. Supervisors can well be called together for a specific treatment of this subject, machinists can easily devise a threaded axle and perforated nut to take a cotter pin and management can easily assume the responsibility of "follow-up."





# *National Safety Council*

Incorporated

**For Safety—At Work—On the Street—In the Home**

Civic Opera Building—20 North Wacker Drive

Chicago

Mr. W. J. Brennan  
Safety Engineer  
Department of Labor and Industry  
Augusta, Maine

October  
23  
1931

Dear Mr. Brennan:

Will you please extend to the delegates attending the Maine Safety Conference the greetings and best wishes of the Officers of the National Safety Council.

I wish that it were possible to personally congratulate the representatives of the industries of Maine for their aggressive support of the Safety Movement during these days of uncertainty and economic unrest. We should all be thankful that the significance of safety has become better understood and that the American people no longer wish to tolerate the unnecessary suffering and burden of accidents.

The Maine Conference is a splendid demonstration to the people of your state of your organized determination to stop accidents. May your meetings be successful and bring new courage and inspiration to all those who attend.

Most sincerely yours,

(Signed) W. H. CAMERON

W. H. Cameron,

Managing Director

WHC:ES



1015 Days without a lost time accident.  
Grinder Room Crew St. Croix Paper Co. Woodland Sept 7 1931

This group and others not pictured above, making up the 100 workers in the Ground Wood Dept., St. Croix Paper Company of Woodland, Maine, worked the above number of consecutive No Lost-Time Accident days and are still carrying on. This noteworthy safety performance reflects great credit upon management, supervisors and crews. Mr. Winfred Hooper, G. W. Supt., has the praise of the nation by his unrelenting work for "production without injury."



## 1931 SAFETY CONFERENCE MOST SUCCESSFUL EVER

The House of Representatives, State Capitol Building, Augusta, was severely taxed to accommodate the delegations that poured in from all corners of Maine on November 4 to attend Maine's Fourth Safety Conference. All attendance records were broken with approximately a 30% increase over the huge registration of 1930, 175 representatives coming to order as the gavel of Presiding Officer Beals announced the arrival of Governor Wm. Tudor Gardiner.

Maine's Chief Executive expressed his satisfaction at the fine attendance and assured those present that the State fully realized its responsibilities in the safeguarding of its citizens. Touching upon the newly-created Safety Engineering Service functioning under the jurisdiction of the Department of Labor and Industry, Governor Gardiner expressed gratification at having such a humanitarian and economic service at the disposal of the industrialists of Maine. He displayed as well an intimate understanding of industrial safety's requisites when he closed his address of welcome with a stirring appeal for industry to realize that, after all, the contributions and unrelenting efforts of individuals and groups were the essential ingredients of safety accomplishment. All forces must unite to combat this cancer of industry.

Before turning the meeting over to Judge Benjamin F. Cleaves, General Chairman, Commissioner Beals, Department of Labor and Industry, commented briefly on the history of Maine Safety Conferences, and gave a resume of activities leading up to the employment of a safety engineer in his department July last. He enumerated the activities since that time and his plans and hopes for the future. Outstanding safety performances in Maine mills came in for a word of praise and were quoted as examples of what is easily possible when pressure is brought to bear on human wastage.

Judge Benjamin F. Cleaves, Executive Secretary, Associated Industries of Maine, took over the meeting and from his inexhaustible store of anecdotes drew material that helped drive home his keen observations on the many approaches to safety success.

Almon Young, Foreman, Rockland Division, Central Maine Power Co., opened the program proper with a powerful discourse on "The Hazards of 110 Volts." Mr. Young held in his hand an ordinary 40 watt, 110 volt lamp and wove the absorbing fabric of his story about it. He decried the contempt with which many hold "low voltage," so-called, and quoted case after case to prove his contentions. Two and three wire systems of wiring, grounding and other technicalities of his work were touched upon, especially fine being Mr. Young's description of modern practice in grounding of the frames of machines, particularly portable types. Mr. Young left his audience richer for having heard much on a subject difficult to comprehend as usually presented, yet vital to all who would seek out and abolish accident makers.

Dr. Henry C. Marble, prominent Boston surgeon, was made possible to the Conference through the courtesy of the American Mutual Liability Insurance Co., and certainly reflected credit upon his organization by the masterly manner in which he presented "What Price Sepsis?" Fine in appearance, sure of his subject and magnetic in personality, Dr. Marble won the complete attention of his audience as he quoted details of case after case of infection as seen in his clinics of a day previous. Each seemed to be traceable to some tiny, insignificant wound; each had developed into the frightfulness of advanced infection before his services were sought. His summary was a most powerful appeal to common sense in appreciation of the



potentialities of skin breaks, and his name will long be remembered as one of the most versatile lecturers ever to face a Maine Conference. Ability to reduce the highly technical material of such a subject to an understandable and fascinating level made Dr. Marble a feature number on a feature program.

Chairman Cleaves next called upon Mr. George Adams, Safety Engineer for the International Paper Co., of New York City. A recognized authority and known to all for his successes in the field of pulp and paper mill safety, Mr. Adams brought to Maine "Unusual Accidents and Their Remedies," an outstanding paper on the National Safety Congress in Chicago a few weeks ago. The unforeseen hazard, the unusual and the "once in a lifetime" type of injury was Mr. Adams' theme. From the files of his vast organization he drew a wealth of actual cases such as proved invaluable to all present, many a memo going into the industrial highways and by-ways of Maine to result in new conceptions of that which had heretofore been considered hazard-free. Mr. Adams concluded with a highly expert discourse upon the need for enthusiasm, managerial participation, discipline and a systematic approach to the accident prevention problem. All present knew their store of safety knowledge had been greatly enriched when this internationally-known safety engineer took his seat amid a storm of applause.

The closing speaker of the morning, Mr. I. M. Ristine, Federal Agent for Rehabilitation, Washington, D. C., enlightened the delegates with his paper "Federal and State Rehabilitation Activities" and touched upon the possibilities of rehabilitation as a phase of safety work not fully appreciated. Mr. Ristine briefly reviewed the history of rehabilitation activities and stressed the economic advantages to those who would cooperate. When safety fails to prevent pitiful crippling there is always available that highly effective service from federal and state agencies to alleviate to a considerable degree the penalties assessed society. Mr. Leroy Koonz, Department of Education, has charge of such activities in Maine.

Dr. Marble took the floor again when Chairman Cleaves opened the meeting for discussion of that which had gone before. Answering questions as to the merits of "oil of salt," Dr. Marble quoted the formula and condemned it as compared to the more effective antiseptics. The germicidal properties of each of its several ingredients were put under fire as was the history of this proprietary.

Luncheon was in order at the Augusta House following the taking of group photos. Roger K. Buxton, President, National Metal Trades Association, Boston Branch, wrote the finale to an enjoyable luncheon session with his hilarious "This Thing Called Safety," punctuating his observations with liberal doses of humor and winning his audience from the very first. Much had been expected from this well-known speaker and his contributions were equal to his reputation. The versatility of Mr. Buxton coupled with a sound knowledge of his subject places him in a class by himself as an after-dinner speaker.

The Round Table Discussion was scheduled for the entire afternoon and proved highly successful. Rather than to depend upon the conventional procedure, Discussion Leaders were named to speak informally on the several topics preliminary to general discussion. The well-known Dr. Thompson, Medical Director for York Manufacturing Co., sketched the requisites of "What Industry Must Do To Eliminate Infection" in his usual thorough fashion, supplemented by a brief contribution by Mr. E. E. F. Libby, Engineer, Hartford Accident & Indemnity Co., of Manchester, N. H.

The warmest discussion centered around "Should the Hernia Be Considered an Accident", the remarks of Discussion Leader, H. G. Gilson, being a resume of modern medical findings. It was brought out that



all but one of each 10,000 hernias in industry were of a congenital nature, Mr. Gilson quoting liberally from authorities to prove his contentions. Dr. Thompson cleared up some anatomical angles not clear to laymen. Many cases were submitted from the floor and all present received a better conception of the medico-legal aspects of this too common cause of injury.

An interesting letter from Commissioner Davie of New Hampshire was read, dealing with "What Do State Safety Codes Contribute to Accident Prevention?" The absence of Mr. Davie was regretted in view of the wealth of information certain to come from this enthusiast.

The topic "How Can We Educate Foremen in Safety in Order That They Can Effectively Teach It to Employees?" brought forth an interesting discussion, Mr. E. P. Noyes, Central Maine Power Co., dealing with the high points of the subject as Discussion Leader. Messrs. McCurdy and Desmond of the New England Tel. & Tel. Co., developed the subject to the satisfaction of all, specifically dealing with foremen's instruction classes and accident report and investigation systems.

An interesting and informative innovation was the demonstration "Putting the New Man to Work—Safely" as staged by Messrs. Frank Irvin, H. G. Gilson and W. J. Brennan. R. W. Laughlin, (Liberty Mutual Insurance Co.) assumed the role of candidate for a job and Mr. Irvin, Supervisor of Employment and Safety at St. Croix Paper Co., questioned him at length, gave him instructions concerning plant policies and touched on safety's relation to the welfare and progress of the individual. The "new man" was turned over to the Safety Engineer for detailed instruction in first-aid and safety matters. Mr. Gilson's charge to the man was a masterly one and the manner of approach certain to develop a kindly feeling toward safety work and create a lasting impression. Mr. Brennan as Foreman attempted to impress the new-comer with the fact that as foreman he was friend and counselor, interested in the welfare of man and family and yet responsible to management for good production and safety performance. Emphasis was placed upon the importance of reporting illness and troubles as a factor in accident prevention. Insistence that the use of safety devices, obedience of rules and the placing of safety on a plane with production was essential to employment came next. The details and peculiarities of the shop safety equipment was intimately dwelt upon; its maintenance in perfect order was stressed upon. Suggestions for safety and production betterment was almost demanded of the man, assurances being given; that resentment would not result but rather credit and praise.

Space does not permit an extended description of the fine contributions of R. W. Laughlin, Liberty Mutual Insurance Co., who dealt with "Why Are Most Safety Poster Displays Relatively Ineffective?" or of the very enlightening discourse of Mr. O. E. Wishman, Safety Director, Lawrence-Portland Cement Co., speaking on "What Are the Teaching Possibilities of Safety Movies?" The former illustrated his remarks with examples of the "right" and "wrong" way in a forceful manner and forced the discussion onto the audience in keeping with the intent of the Round Table. Mr. Dickinson of the Bath Iron Works Corp. and Mr. Clifford Chase of St. Croix Paper Co. and Walter Harrington of the American Mutual Liability Insurance Co. were among those contributing on this subject.

Mr. Wishman closed the formal program with a review of the merits of safety movies and spoke of their psychological possibilities. Ways and means of staging such shows was taken up and examples quoted. The visual method of education, the sources of such material and allied material were offered. Mr. Irvin of St. Croix Paper Co. corroborated the foregoing.

Ranged about the spacious House was a vast array of devices, equipment, clothing and the like. Manufacturers responded liberally to send displays such as have never been seen in Maine before. Every conceivable type of goggle was on display with men in attendance to demonstrate their specific purposes. Several types of safety shoes attracted much attention and the array of first-aid kits came in for much favorable comment. So interested were the delegates in these and the elaborate display of posters, homemade and commercial, that it was at times difficult to bring the delegates to their seats. The magnitude and attractiveness of the thousand and one items of equipment constituted a feature which in itself would compensate any firm for having sent a delegation and its educational value cannot be fully estimated.

Judging by the innumerable enthusiastic comments we, of the Department, feel that this Conference fulfilled its purpose in a manner far out and beyond those sessions held previously. Success came to us because the manufacturers of Maine backed their conviction of safety's value by making a huge attendance possible. Returns, intangible as they may appear, will nevertheless constitute a tremendous dividend to those whose response was compatible with the demands accident prevention places upon modern industrialists.



## ORGANIZING FOR SAFETY PAYS

(Hollingsworth & Whitney "Log")

During the first nine months of 1929 we had 157 lost time accidents. The following table shows lost time accidents for the same period 1930 and '31 distributed by departments.

	1930	1931
Sulphite Mill .....	5	0
Wood Room .....	3	1
Beaters and Pulp Handlers.....	12	2
Paper Machines .....	9	4
Finishing, Storage and Shipping...	8	2
Waxing and Printing .....	1	3
Maintenance and Construction .....	10	0
Power .....	8	3
Logwood .....	1	1
Miscellaneous .....	6	1
	63	17

### NATIONAL TROPHIES COME TO MAINE

Before the vast throng gathered in the Grand Ballroom, Stevens Hotel, Chicago, on the opening day of the National Safety Congress the Riley Mill of the International Paper Company located at Chisholm, Maine, was awarded a magnificent trophy as winner of Class D, National Pulp and Paper Safety Contest. This competition extended over the first six months of 1931, so keen was the rivalry that only perfect scores could hope for consideration. A picture of the prize is reproduced on the opposite page.

The Riley Mill has an unblemished record of sixty-seven months without a lost time accident. Its safety set-up is the last word in completeness and effectiveness.

Hollingsworth & Whitney Company, with mills at Waterville, Madison and South Gardiner deserve the plaudits of Maine for their astounding safety performance, printed above. Mr. Arthur Winslow represented this progressive firm at the National Congress and at the Luncheon Meeting of the Pulp and Paper Section received from Mr. Scott Dowd, Editor "Paper Industry Magazine," two Certificates of Merit symbolic of outstanding safety performance.

The huge plant at Waterville finished fifth in the Class A group, made up of the largest paper plants in the country. The Madison plant of this company had a perfect score but was awarded second prize because of the winner's having had a longer freedom from accident in the period preceding the contest.

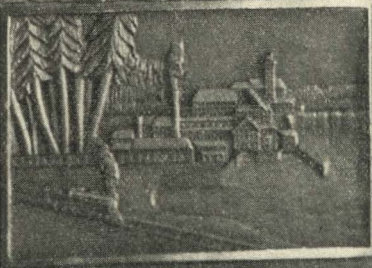
This company's performance is an example of what can be done when management assumes its essential obligations toward accident prevention and lead supervisory forces and employees.



A Creed For 1931

# NATIONAL SAFETY COUNCIL

GROUP D TROPHY - PULP AND PAPER MILLS  
PAPER AND PULP SECTION ANNUAL SAFETY CONTEST  
FIRST PLACE



AWARDED TO  
INTERNATIONAL PAPER CO., RILEY HILL, RILEY, MO.  
FOR MAINTAINING NO ACCIDENT RECORD  
PERIOD 1.30 JUNE 30, 1931



# A Creed For 1931

(Reprinted from The New York Sun, May 26, 1931)

I believe in the United States of America.

I believe in the American ability to beat any beatable set of circumstances and come up smiling.

I believe in the ability of the American citizen to swim upstream, hit fast ball pitching, break out of a half-nelson and have a pretty good time in the bargain.

I believe that in the long run fair weather overbalances the bad, that all "breaks" are subject to the law of averages, that the expression "good old days" is the bunk and that everything comes out all right in the wash.

I believe a little optimism never hurt anybody and can be taken straight.

I believe in the capacity of the American industrial leader and in the common sense of the American workingman.

I believe that Uncle Sam is still at the old stand with a brave heart and a clear head and I do not believe he is in any danger of losing his pants, coat, vest or shirt.

I believe in the total inability of Russia to change the course of the stars, to rearrange the general appearance of the heavens, to eliminate the constellations, to discontinue the daily rising of the sun, to subject the rainbow to a five-year plan or to make the American of normal backbone jump into a hole and pull it in after him.

I believe American railroads are worth considerably more than a dime a dozen.

I believe the United States Steel Corporation, the American Telephone & Telegraph Company, the General Electric Corporation and other big industrial institutions will stay in business and that none of them is in any danger of having to take on a side line of lead pencils or apples.

I do not believe that there is any danger of seeing John Pierpont Morgan, Owen D. Young, General Atterbury, Charlie Schwab or James A. Farrell throwing their jobs overboard and deciding to make a living as ferry-boat musicians.

I believe that what the country needs more than anything else is a restoration of the ducking stool for professional pessimists, squawkers, calamity howlers and confirmed grouches.

I believe in the ability, instinct, capacity and power of the average American to fight his way out of any difficulty, to scale any reasonable heights, to make the final payments on the automobile, to put something in the bank and to look adversity in the face and tell it to go to hell.

I believe the American people will continue to own and operate automobiles and that there is not a Chinaman's chance that conditions will arise which will make them decide that it is a good idea to go back to the bicycle and buggy.

I believe the American housewife will continue to have an electric icebox and will never again be satisfied to spend a half day mopping up the kitchen after the visit of the old-fashioned iceman.

I believe the old-fashioned washtub has gone for good and that anybody who thinks the American wife is going back to the old days of drudgery and inconveniences is two-thirds cookoo and one-third army mule.

I believe three square meals a day will always be the American standard, but that even if we miss one or two it won't hurt us.

I believe in common sense and natural vision as opposed to the "fidgets" and the use of smoked glasses when anything goes wrong.

I believe in the silver lining, the rainbow after the storm, the plunge thru center, the infallibility of the slogan "never lead with your chin," and the potency of the cries "block that kick" and "hold 'em Yale."

I believe that much of the world depression is "done by mirrors."

I believe the worst is over and that it never was as bad as it was advertised.