

CENTURIES OF ROUGH NOTES

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COLLISION OF THESE TWO large semi-trailer trucks near Franklin, Indiana resulted in their cargoes being destroyed by fire and damages totaling \$15,000. This is an excellent example of why truck companies should constantly strive for greater road safety.

Safety for Small Truck Fleets

By CHARLES RAY

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Smaller fleets, with less organizational setup, often neglect planned safety programs. Here's how you can help them prevent costly accidents.

SAFETY, IN OUR AGE of super-mechanization, is a universal problem. On our highways it achieves alarming proportions when the statistics are brought to mind. Last year 38,000 highway deaths were reported, hundreds of thousands were injured and the property damage figure exceeded a billion dollars.

The people who operate on the highways for a living, truck and bus operators preponderantly, are keenly aware of this problem from both the human as well as the economic point of view. The large operator with his bigger organization and larger maintenance budget often deals with this problem with a whole safety department. In most cases, at least a safety director or some person of executive rank is assigned the responsibility for maintaining a safety program.

Neglected Problem

But the smaller fleet with its more limited resources and less elaborate organizational set-up is often forced to neglect this problem entirely or deal with it via haphazard and largely ineffectual methods.

In addition to these problems the small fleet operator has a tendency to become preoccupied with what he often regards as the more important phases of his business — schedules, new business, solicitations, new personnel, operating problems of all shapes and sizes. But no one is more

easily convinced of the need of a safety program or some adequate safety measures than the small fleet operator after he suffers a setback due to an accident and/or finds that the lack of a coordinated effort to keep accidents to a minimum cuts deeply into his profit at the end of a fiscal period.

Needs Economical Program

In short, like everyone else, large or small, he needs a safety program, and his immediate problem becomes one of how best to get results at a minimum of cost and expense.

Because of the organizational set-up at the American Fidelity and Casualty, wherein Markel Service, Inc., is responsible for claims, underwriting and safety engineering, we have a well-rounded knowledge of the op-

erations of large and small operators alike.

To the small operator who lacks a safety program or a budget sufficient to put a full-time safety man on the job, I would stress the following points as the most important to keep in mind relative to a safe and economic operation:

Begin With Your Men

Safety begins with men. If you hire haphazardly you will get haphazard results regarding safety as well as other phases of your operation. If you, or whoever you designate to do the hiring, have an idea of what he wants in a man, the chances of getting a man who fits all the categories you want are better. Here are some of the items to



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