

File ^{See way side}

Ford Motor Company

Intra-Company Communication

NEW YORK WORLD'S FAIR

July 11, 1964

TO: W. Hersey

During the past week serious accidents involving children were avoided only by the alertness of hosts in the debarkation area. In at least two instances, hosts have run between the cars and carried the children out of danger. These incidents highlight the need to:

1. Instruct the guard at station 8 to remain alert and near his panic button at all times. (Twice tonight the guard at this station was more than twenty feet away from his button. I suggested he should remain at his station and talked to Lt. Diggs about it.)
2. Move the panic button and phones to the front of the column in the center space between loading ramps where the guard has an unobstructed view of both ramps.
3. Consider again the advisability of having auxiliary stop buttons within reach of the hosts on the debarkation speed ramp.

OWB
ah

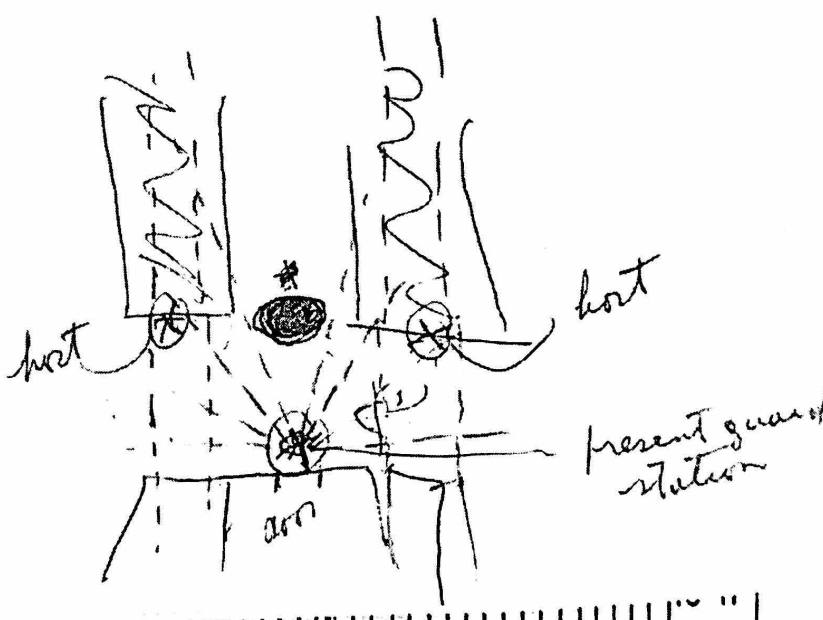
O. W. Bombard
Associate Manager

OWB/ah

cc: D. Dowling

*Discussed with Joyce 7/11.
Blind spots if guard not moved.
Guard's chair unsecured
so he can sit immediately
in front of door.
Note posted on bot that
guard must stay within
reach of buttons.*

WJ



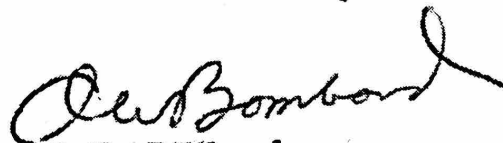
July 21, 1964

TO: W. Hersey

The attached reports re-emphasize the need for additional safety measures in the unloading area. I know you considered relocating the emergency stop button to a position in front of the column that now blocks the guard's view, but found this unsatisfactory because it substituted one blind spot for another. However, I believe that the greatest point of danger is forward of the column, and the new signs, now on order, will reduce the hazard forward of the speed ramp.

If you believe that this is not the case, then I suggest adding a host on Station 8 who could watch one side of the unloading area while the guard watched the other. This would give each man a clear and unobstructed view of both the speed ramp and the area immediately in front of it. This could be done without adding to the head count by shifting personnel from other locations. (There are now 11 hosts and hostesses in the Industrial Gardens, a relatively static and safe area. One man could be moved from here without upsetting traffic control.)

Whatever is done, should be done soon. Tonight's incident is the most serious of several, any one of which, but for the alertness of our hosts, could have ended most unhappily for all concerned.



O.W. Bombard
Associate Manager

OWB/ah

cc: C Gayle Warnock
D. Dowling

1/21/64

MEMO FOR OWEN BOMBARD

I WISH TO ADD TO DALE BAXTERS REPORT BY SAYING ONLY THAT THE SITUATION COULD NOT BE MORE URGENT. IN MY OPINION THE PROBLEM COULD BEST BE SOLVED BY POSTING ANOTHER PINKERTON GUARD (OR EVEN ONE OF OUR HOSTS) AT STATION 8. IF ONE GUARD WATCHED ONLY THE EAST TRACK AND THE OTHER WATCHED ONLY THE WEST TRACK THE POLE WOULD NO LONGER BE A VISUAL PROBLEM. ALSO NO MOVEMENT OF ELECTRICAL APPARATUS WOULD BE NECESSARY.

THANKS TO TOM ELLIOTT WE DID NOT HAVE A TRAGEDY TUESDAY NIGHT AT THE FORD PAVILION. NEXT TIME WE MAY NOT BE SO LUCKY.

Stan Cousineau
SHIFT SUPERVISOR

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7/21/64

MEMO FOR STAN COURSEMAN;

REPORT ON A DANGEROUS SITUATION IN THE UNLOADING AREA:

Due to the unfortunate position of the Pinkerton Guard in the unloading area a fatal accident nearly occurred in the unloading area this evening. A small boy wandered off the moving ramp after being unloaded from the car & walked directly in front of the car from which he had just been unloaded. He was struck by the automobile & knocked backwards when one of the hosts on the ramp (Tom Elliott) noticed him. Tom quickly grabbed the boy & pulled him back on the ramp just before he went under the car. Since the Pinkerton guard in the area is situated behind a large post & cannot see nearly 1/4 of the east ramp, he did not see the near-death & of course made no effort to stop the ride. Fortunately, no one was hurt - but a death would most certainly have occurred except for the alertness of the host who just happened to glance behind him & see the situation.

This situation in the unloading area is in my opinion an extremely dangerous one. Since the fair opened, we have had 5 separate cases of this type on my shift. The next time it occurs a fatality may result - since the Pinkerton Guard is the only man in the area who can stop the ride. It does not make good sense to post a guard in charge of stopping the ride behind a post from which he cannot see nearly 50% of the people getting off the ride. Serious regard should be given to correcting this situation immediately & improving the safety of the area.

Sincerely,
 Dale C. Baxter
 ZONE LEADER
 ZONE #4.

July 23, 1964

TO: W. W. Hersey

We had another instance of a youngster running between cars in the debarkation area today. The child was so small that neither the host nor the guard at the stop buttons saw her until after she had been pulled back on to the ramp by a host. After checking visibility at this point, I would like to suggest that when the stop buttons are moved forward of the column, a raised platform, about two feet in high, be constructed for personnel stationed at this point. This would raise the line of sight high enough for the guard to see any small children that might dash between cars.

You might also consider the possibility of placing both stop buttons on a railing forward of the guard's position so that he can stop the track without taking his eyes from the speedramps. An attractive console for this purpose could be used as a display feature in this area.


Owen W. Bombard

drf

cc: C Gayle Warnock
D. G. Dowling

Intra-Company Communication

NEW YORK WORLD'S FAIR

July 26, 1964

TO: Rudi Fischer

This will confirm my understanding of steps we agreed to on Friday for improving operations in the ride unloading area. As you know, considerable apprehension has been expressed concerning the safety of this part of the ride.

Effective at once you will add one host to the unloading area of each track. These men will be stationed directly in front of the folding screens now temporarily blocking the public view into the service area. Their duties will be to observe the public leaving the vehicles, paying particular attention to the tendency of anyone, particularly small children, to approach or dart between the moving cars. They will also help guests recover articles they may have left in the cars, discourage them from walking into the service area and see to it that they go immediately from the end of the moving belt into the styling atmospherics corridors.

When, and not until, these permanent stations are established and staffed on a regular basis the Pinkerton guard at Station #8 will be moved forward to man the new track emergency stop buttons at the forward side of the building support column.

To move this guard forward without the coverage at the new host stations outlined above would result in a visual gap behind the vision of the guard, thus creating a somewhat more hazardous situation than exists at present. In other words, the flanks of the guard must be covered. His present position is directly and squarely in front of the door leading into the service area.

As quickly as you can do it, I would like to have you call together your hosts and the zone leaders responsible for this area and go over with them the necessity for all concerned to be particularly alert while on duty in the unloading area at all times. It is important, for example, that the men who open doors at the beginning of the unload ramps realize that their duties are not confined to door opening. They must also keep alert to danger situations beside and behind them, particularly in reference to untoward actions by small children. The quicker they can get guests to move out and over to the rail the less chance we have for accidents. Guests should be reminded at this point to pick up their belongings.

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NEW YORK WORLD'S FAIR

Continual study will be made of this unloading area to conceive measures and procedures to assure us of high standards of safety.

Please advise me when the decisions outlined above have been implemented.


TO: W. W. Hersey

William W. Hersey

We call attention to the incident of a child running between cars in the unloading area today. The child was so small that neither the host nor the guard at the stop button saw her until after she had been pulled across to the ramp by a host. After checking visibility at the stop button, I like to suggest that when the stop buttons are moved forward on the platform, a raised platform, about two feet in high, be placed for personnel stationed at this point. This would raise the line of sight high enough for the guard to see any small children that might dash between cars.

- cc: C Gayle Warnock
- D. G. Dowling
- O. W. Bombard

You might also consider the possibility of placing both stop buttons on a railing forward of the guard's position so that he can stop the track without taking his eyes from the speedramps. An attractive console for this purpose could be used as a display feature in this area.


 Owen W. Bombard

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[Faint handwritten notes]