

For example, "both sides agree to adhere, at all times, to the safety rules agreed upon jointly." This keeps unnecessary words out of the contract and has the advantage that everybody knows what is being referred to. It also skirts the situation where the contract is filled with language aimed at everybody's particular grievance. The important thing is to get together and work out the rules and regulations by which you are going to live and then firm them up in a binding agreement so that everybody knows where they stand.

Actually the original question — should safety be negotiated into a union contract? — has been answered by the National Labor Relations Board. Not too long ago, there was a decision which was upheld after it was appealed, and it will probably be a landmark case in labor relations. The final ruling was that safety was a mandatory subject of collective bargaining.

Moderator: To what extent is voltage over 5,000 volts being worked on out of aerial baskets or insulated platforms with rubber gloves and sleeves?

Mr. Whitehouse: I would like to highlight two things. One, safety standards for the electrical industry recommend that any voltage over 5,000 be either de-energized, or grounded, or worked by hot stick. Two, aerial baskets are fundamentally a good tool because they place a man in a good position. However, these baskets should not be considered as an insulating or isolating device. The same rules apply when working voltages from a basket as when working from a pole. There has been a concerted effort on the part of management of many utility companies to go to 13,200 volts (and one wants to go up to 15,000 volts as a limit. A man can use rubber insulation for up to 20,000 volts; however, if his nose is still exposed, that is where he will make contact.

Edison Electric Institute made an analysis of accidents over the years and practically all of the contacts over 5,000 volts are not hand contacts. So, the rubber gloves are not enough, and it's not reasonable to expect a man to work completely enclosed in rubber. In the opinion of our organization, 5,000 volts is the limit for working energized lines except *via* hot stick.

Moderator: A major Chicago cab company has vehicles which have the fresh air

intake so placed that the exhaust fumes of the car immediately ahead are taken into the passenger compartment of the cab. This could constitute a serious health hazard and we are wondering what the National Safety Council can do about this situation.

Dr. Van Atta: Actually the Council cannot do anything about this sort of condition except publicize the hazard. It surprised me when I found that this cab company is still taking their fresh air into the passenger compartment through ducts that are located down low in back of the radiator. This is especially surprising when you realize that all other automobile manufacturers stopped this practice 6 or 7 years ago because of the number of deaths from carbon monoxide. I can't think of any conceivable excuse for this type of neglect in design which can cause serious injury. I would think that unfavorable publicity and perhaps one or two damage suits against the company for negligent design might have a most salubrious effect. These steps can be taken by the union and should be.

(Comment from the floor, by Joseph L. Algina, Safety Director, Seafarers International Union)—The local union that is involved with this cab company is meeting tonight and I will be present. I will recommend that this union take direct action to see that the condition is eliminated.

Moderator: How are safety and health problems handled under Canadian laws?

Mr. Dowling: We have an arrangement with the Director and Chief Inspector, Industrial Safety Branch, Ontario Department of Labour, Toronto, whereby I meet in his office to discuss any problem that involves steel workers. If there is a violation of the Industrial Safety Act, the initial step rests with the official of the local union involved. The local should extend every effort to get the violation corrected. However, if no corrective measures are taken the report is sent to my office. I forward it to the Industrial Safety Branch and an inspector is sent to the plant to check into the condition. Subsequently, we get a report from the Director of the Industrial Safety Branch indicating whether the complaint was upheld or rejected.

The foundry section of our union has a somewhat more refined method of liaison. The government inspector for foundries