

Legal Advice Available to Local 1245 Members

by K. Lohre

For many years Local 1245 has been represented by the law firm of NEYHART, GRODIN, BEESON, & JEWEL. The firm specializes in labor law problems, that is, those arising out of the collective bargaining agreement. In addition, the firm also handles the legal problems of individual Union members as distinguished from the legal problems of the Union as a whole. Most frequently, Union members have need for legal consultation in such matters as accidents, on and off the job, family relations, wills, and divorces.

Local 1245's arrangement with the firm is that the attorneys will consult with the Union members either by telephone or in their offices without charge. If it is determined that there is a need for legal work to be done, the member may then have the firm do it at the minimum bar rates, or may make arrangements with any other attorneys. Four attorneys are now specializing in legal problems of individual Union members. Stewart Boxer, Peter Elkind, and Howard Jewel maintain full time office hours at 1330 Broadway, First Western Building, which is located in downtown Oakland. The office phone number in Oakland is 452-2888. Frank Brass maintains full time office hours at 100 Bush Street, Shell Building, San Francisco, California. All problems involving industrial accidents should be directed to Frank Brass at the San Francisco office. The phone number of the San Francisco office is 986-4060.

YOUR Business Manager's COLUMN JOB PIRACY — A GROWING PROBLEM

By RONALD T. WEAKLEY

There are some "outsiders" roaming around the field checking our jobs, harassing some of our Stewards and members, pressuring and threatening some of our employers, using pitches designed to have our work contracted out, etc.

I also note that of late, some of my union colleagues in attendance at meetings, conferences, etc., are stepping up their useless pressures on me to try to get me to help them work out ways and means for them to capture our work for their members, particularly in the areas of pipeline compressor station construction, gas mains and services and electric underground distribution and service facilities.

These Union officials are working hand in glove with their employers — the "friendly contractors" — to grab off our work. Some of them have a gimmick known as an "Industry Promotion Funds" to jointly finance and support efforts at the legislative and regulatory levels designed to deny utilities and utility workers the right to run services

in connection with the growing use of underground electric facilities.

We have fought off these attacks on our jurisdiction in the courts, the State Legislature and the Public Utilities Commission in California, with a fair degree of success. We are presently doing the same in Nevada, as a matter of self-preservation.

The Plumbers are after our work and they have caused us a peck of trouble on a number of jobs over the past year or so. They are presently making threats against our Union and our members, designed to bully us around and scare us off.

In one case, they put up a phony jurisdictional picket line at a gas compressor station which was for the purpose of pressuring PG&E by demanding that PG&E pull their employees off the job and put their people on the job, or suggesting that the job would be shut down with the help of the other trades.

This phony raid deal failed. Our people are certainly not going to respect a so-called "picket-line" which is set up for the sole purpose of running our people off their own jobs and turning over the jobs to some other group.

There will be more and more of this as the construction cutback affects more and more building trades workers.

We shall resist such attacks with every means at our command, including the use of the courts, the N.L.R.B., retaliatory picket lines, etc., should these extreme measures become necessary to protect our people's work opportunities.

Word has been given to all Business Representatives to more vigorously police our jobs, particularly our PG&E General Construction projects for the purpose of protecting our people and their jobs from these outside pirates.

Our Stewards are being alerted
(Continued on Page 2)



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SENATE — NEXT BATTLEGROUND

This is where you stand on taxes:

- The House of Representatives has passed a major reform bill which promises at least a five percent tax cut for all taxpayers and takes the poor completely off the hook. In addition, the bill narrows many loopholes though not eliminating them entirely.

- The final shape of the legislation remains a question. The Senate is the next battleground. It is in the Senate that the bill's inadequacies can be corrected. It is also in the Senate that special-interest groups will try to get back what they feel the House took away. For example: The oil industry, which saw the sacred-cow depletion allowance cut to 20 percent from 27½.

The AFL-CIO Executive Council called the House-passed measure "a major step" toward tax justice but said it does not go far enough, urging the Senate to "improve and strengthen" the bill.

The Council commended certain provisions of the House bill:

- "The working poor are relieved of any federal tax obligation—a measure long sought by the AFL-CIO."

- Taxpayers in the low and middle income brackets, "who have been forced to bear far more than their just share of the tax burden," would get a "modicum of relief."

- "The seven percent investment tax credit to business, the single most inflationary pressure in the economy, has been eliminated."

- Some gimmicks and loopholes for the very wealthy "have been trimmed though not eliminated."

The Council called on the Senate to act to improve the House measure by:

1. Strengthening minimum tax provisions.
2. Eliminating the so-called maximum tax provisions.
3. Closing the farm shelter tax escape route.
4. Permitting fast real estate depreciation write-offs only for needed low and moderate income housing.
5. Banning accelerated depreciation on regulated industry unless the tax benefits reach the consumer.
6. Closing more effectively the capital gains loophole.
7. Providing greater tax relief to those whose incomes are moderate and whose tax burdens are "unnecessarily severe."

The House bill is the first major effort at reform in 15 years. It comes as a result of a combination of massive citizen pressure and efforts of the AFL-CIO and other groups long concerned with tax inequities that penalize low and middle income citizens and reward the rich.

For middle income families, relief will come by way of a provision raising the standard deduction from 10 to 15 percent over three years and the maximum deduction from \$1,000 to \$2,000 over the same period.

Among reforms in the House bill are:

A higher ceiling for taxation on capital gains, previously limited to 25 percent; the oil depletion allowance cut to 20 percent from 27½; imposition of a tax, in certain cases, on interest from state and local bonds; a minimum tax on some income that now is untaxed; taxes on some previously untaxed stock dividends and transfers; prohibitions against "hobby farm" tax breaks; certain measures to extract more taxes from business; tightened tax treatment on charitable contributions; repeal of the seven percent investment credit.

Memo from COPE

The following tables show changes in what various income levels would pay in taxes under the House-passed bill:

Married Taxpayer With Two Children			
Income (All From Wages or Salaries)	Present Tax	Tax Under Committee Bill	Per Cent Change
\$3,000	0	0	0
3,500	\$70	0	100
4,000	140	\$65	53.6
5,000	290	200	31.0
7,500	687	576	16.2
10,000	1,114	958	14.0
12,500	1,567	1,347	14.0
15,000	2,062	1,846	10.5
17,500	2,598	2,393	7.9
20,000	3,160	2,968	6.1
25,000	4,412	4,170	5.5

Single Individual			
(All From Wages or Salaries)	Present Tax	Tax Under Committee Bill	Per Cent Change
\$900	0	0	0
1,700	\$115	0	100
3,000	329	\$180	45.3
4,000	500	344	31.2
5,000	671	524	21.9
7,500	1,168	1,023	12.4
10,000	1,742	1,507	13.5
12,500	2,398	2,078	13.3
15,000	3,154	2,806	11.0
17,500	3,999	3,483	7.9
20,000	4,918	4,650	5.4
25,000	6,982	6,566	6.0

Please send any corrections of name, address or zip code to P.O. Box 584 Walnut Creek, Calif. 94597

(Name)

(Street Address)

(City)

(State and Zip Code)

Editorial

BREEDING RECESSION

The administration unveiled an answer to inflation last week and it turned out to be a 75 percent slash in new federal construction. This amounts to \$1,600,000,000 the rest of this fiscal year plus \$4,500,000,000 in the accompanying Nixon plan to cut federally-assisted state and local construction by 75 percent also — a grand total of \$6,100,000,000.

This kind of anti-inflation activity will cost a myriad of jobs plus much badly-needed construction. If it manages to cut prices, it will bring only hollow comfort to those it puts out of work and who just can't buy very much at any price.

It is a typical GOP recession-breeding tactic. What is needed, of course, is some cutback in the excessive profits which industry is taking to feed inflation by charging what the traffic will bear and increasing prices by much more than any cost increase to it. And what is needed is easing off of prohibitive interest rates which make lenders richer and boost the cost of living for the rest of us by putting the price of housing out of sight.

Not coincidentally, on the same day that the President ordered the huge construction cutback, Senators opened up on the Nixon plan to hand to industry a \$1,700,000,000 slash in its taxes and to permit wealthy individuals to avoid any tax at all on incomes of \$1,000,000 or more.

It's interesting to note that one who is cheering loudly for the Nixon construction cutback is Governor Reagan who blasted "bureaucrats" who "spend, spend, tax and tax and the public be damned."

Those are strong words from the man whose huge tax impositions on Californians set a national record. But he can't be accused of "spending and spending" — at least on the unfortunate — as he cuts \$4,500,000 from a school lunch program, taking food from hungry children.

EDITOR'S NOTE: The above is a guest editorial from the *Central Morning Press*.

INTERTIE AVERTS MASSIVE BLACKOUT

Power flowing north via the Pacific Northwest-Pacific Southwest intertie the morning of August 17 averted a possible massive blackout of the Bonneville Power Administration system when 11 generators at Grand Coulee Dam suddenly were cut off the line.

A BPA spokesman said miswiring of control circuits in one major line being shifted to a new powerhouse on the right bank of the Columbia caused the one line to cut out, after which switch relays took over and cut out an additional ten generators. The switching action also caused dropping of four transmission lines, two of them to Spokane and two to the Midway substation in Central Washington.

Only outage that resulted was interruption of service to seven potlines at the Kaiser Aluminum plant in Spokane for periods vary-

ing from nine to 15 minutes.

Total amount of power dropped was 1,255,000 kilowatts, at a time when the Northwest section of the grid was sending 475,000 kw of power to California. The cutoff caused a reversal of power flow, with 325,000 kw immediately coming north from California sources, preventing a blackout on the BPA grid.

The incident "demonstrates the value of strong electrical ties within regions," said BPA administrator H. R. Richmond. "We could have had a catastrophic blackout. Instead, thanks to the intertie, the outage was limited to the one aluminum plant."

In size, the kilowatt loss was roughly comparable to the recent power mishap in Florida, which resulted in a massive blackout in the Southeastern U.S.

Northwest Public Power Bulletin

BLOOD BANK RULES

The Alameda County Central Labor Council this week approved its Community Services Committee's recommendation that the Council's blood bank bylaws, restricting membership to members of affiliated unions, not be changed for the time being.

Affiliated unions may cover their members, or individual members of affiliated unions may join with full family coverage for \$2.50 a year. (Application blank below)

CLC VOLUNTARY BLOOD BANK PLAN

LOCAL UNION _____

NAME OF MEMBER _____

AGE _____ SOCIAL SECURITY NO. _____

ADDRESS OF MEMBER _____ PHONE NO. _____ EMPLOYER _____

CITY _____ STATE _____ ZIP _____

NAME OF DEPENDENT _____ AGE _____

NAME OF DEPENDENT _____ AGE _____

NAME OF DEPENDENT _____ AGE _____

NAME OF DEPENDENT _____ AGE _____

I wish to participate in the Central Labor Council of Alameda County Blood Bank at the rate of _____ per year.

SIGNATURE OF MEMBER _____

DATE _____

Mail direct to: CLC Voluntary Blood Bank Plan, 2315 Valdez Street, Oakland 94612.

YOUR
Business Manager's
COLUMN
JOB PIRACY
By Ronald T. Weakley

to report any of these situations at once to their Business Representatives or direct to my office.

All members of Local 1245 are directly or indirectly affected by such attacks and it is obvious that all of us must unite and repel such attacks wherever they may occur.



Finally, our employers should take a good look at this problem and be properly sensitive to the needs and attitudes of their loyal employees who have a right to be protected from the loss of their jobs through management capitulation to threats and pressures from contractors or other unions.

We know that unusually heavy construction workloads and other special situations require contracting out some work but we also know that when this causes layoffs or unduly restricts our people's work opportunities or promotions, then we must and will act to protect our members. That's what we're here for.

IMPORTANT — NEW INFORMATION ON SERIES "E" SAVINGS BONDS — PROPOSAL NOW BEFORE CONGRESS TO INCREASE INTEREST RATE.

Please read carefully—

- **NEW INTEREST RATE:** 5% when held to maturity of 5 years 10 months.
- **COST:** Still only 75% of face value of Bonds.
- **ISSUE DATE:** 1st day of the month payment is received by issuing agent.
- **EFFECTIVE DATE OF NEW RATE:** Retroactive to all bonds purchased on or after June 1, 1969.
- **OUTSTANDING BONDS:** Rate increased to 5% for remaining time to maturity or extended maturity.
- **LIMIT OF PURCHASE:** \$5,000 per year per person.
- **CALLABILITY:** Not callable by government—may be redeemed or reissued **only** at the discretion of owner.
- **SAVINGS BONDS:** New rate and terms make them one of the finest savings securities in existence.
- **FREEDOM SHARES:** Will be sold only 6 months from date proposed legislation is passed.

 **the utility reporter** 

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Family Security for \$30 a Month

By Sidney Margolius
Consumer Expert for
Utility Reporter

(First in a series of two articles)

You don't have to spend a lot of money for insurance to provide family security. If you plan and handle your money wisely you can provide both basic family protection during your working years, and a retirement income for yourself at a cost of only about \$30 a month.

You can do this through a combination of decreasing term life insurance and saving for an annuity, in a low-cost plan we have developed as especially useful for working families. You even can cut this cost a little through closed buying, or trimming the insurance or annuity parts of the plan.

Many families spend much more for insurance and don't have as much protection either against possible loss of the family breadwinner or in retirement as this plan can provide.

"Decreasing term" is the least expensive form of life insurance. It does not build any cash value, but it does give you the most insurance you can buy for your dollars.

A decreasing term policy can provide either a stipulated monthly income for a decreasing number of years, or a decreasing amount of cash. The monthly-income type often is called family-income plan. For example, you can arrange for

a family-income policy, or have an "income-rider" attached to a present policy, to pay your family \$100, \$150 or whatever amount you specify for, say 20 or 30 or any number of years from the time you took out the policy.

Thus, if at 35 you took out a 30-year policy to pay \$100 a month, and passed away at age 50, the policy would pay the \$100 for the remaining 15 years of the original 30-year plan.

The kind of decreasing term insurance that pays an outright sum reduces this amount as you get older. For example, a 30-year, \$25,000 decreasing term policy sold by savings banks in some states would pay the full \$25,000 if you died the first year, \$23,750 if you died five years after taking out the policy; \$21,500 in the tenth year; \$18,500 in the fifteenth year, and lower amounts in later years.

Mortgage insurance is this type of decreasing term insurance. It pays the remaining balance on your mortgage, which of course declines each year. Mortgage insurance, in fact, is one of the cheapest ways to buy a lot of life insurance for very little money. (An "income-rider" attached to a policy you already have is also very inexpensive.)

But decreasing term insurance not tied to your mortgage is more flexible, Ray Mauger, vice-president of the Savings Bank Life Insurance Council, points out. You can arrange it for a term longer than your

mortgage. Nor does your insurance coverage end if you sell your house and pay the mortgage, as would usually happen with mortgage insurance.

The theory behind decreasing term insurance, and it is a sound theory for most families, is that your insurance needs decrease as your family gets older. When you have small children you need more insurance to provide income for a longer period than if they are almost grown.

For example, a man of 35 can buy 30-year decreasing term insurance with an initial first-year value of \$25,000 for as little as \$125-\$150 a year net cost (after dividends). This could give his family as much as \$125 a month if he died in the first year, and then decreasing amounts up to the time his wife would become eligible for social security.

While decreasing term insurance usually is lowest in cost, there is another form of term insurance called five-year renewable term, which has even a little more flexibility although it may cost a little more. Instead of the amount of insurance reducing while the cost remains the same, in five-year term the cost goes up each time it is renewed. You can keep the cost level by voluntarily reducing the amount of insurance you renew, so that in effect you are working out a decreasing-term policy yourself. But you do have the option of keeping more of it or even all in effect if

buyers'

bailiwick

you find you do need more insurance at a later age.

If you preferred to use five-year term insurance to work out your own decreasing insurance program, you can figure that each \$1,000 of insurance could provide your beneficiaries with an income of about \$84 a month for one year; \$18.50 a month for five years; \$10 a month for ten years; \$6.45 a month for 20 years, and a little over \$5 a month for 30 years.

If you did take out \$25,000 of decreasing term insurance to supplement your family's potential social security if you passed away unexpectedly, the cost to you would be only \$13 a month of the \$30 we said could provide family security.

What about the wife of our 35-year-old man who buys a 30-year decreasing term policy which takes her about up to social security eligibility? Would that be enough income for her in her later years?

Probably not. She should need a supplementary income either in the form of employer benefits, your own annuity, or other savings. And that's where the other \$17 of our \$30 a month comes in. It goes into savings or other relatively-safe in-

(Continued on page 4)

October Buying Calendar: Beat High Food Bills

By Sidney Margolius
Consumer Expert for Utility Reporter

You can breathe just a little easier this month as larger meat supplies and somewhat lower prices help stabilize your food bills. That is, your bills now will be stabilized at close to record levels. Retail meat prices jumped 12 per cent in just one budget-busting year.

But the leaders of several boycotts that spontaneously erupted in different parts of the country have announced that this time they will continue their organizations.

They're wise to do so. The current reductions in meat prices are only temporary.

Ross DeLorenzo, the young electrical worker who, with his wife Mickey led the Long Island protest, said his group would become a permanent consumers' lobby. This organization, called "For Lower Prices," already has chapters in nine cities and a working alliance with similar protest groups in Cocoa Beach, Florida; York, Pa., and Denver.

Do such boycotts get any results?

Yes, even on a local basis, and despite the fact that the real problem is national. John Occhiogrosso, Nassau County, N. Y., Consumer Commissioner, reports that retailers in the boycott area privately admitted to trade papers that meat sales were off 50 per cent as thousands of families reduced meat buying in what was entirely a grass-roots uprising of housewives.

The DeLorenzos report that the boycotting families agreed not to buy any meat or poultry at all for the first two weeks. They used only fish, cheese, eggs and other lower-cost substitutes. The boycotters held firm even though the second week the local stores advertised such enticing specials as chopped chuck at 59 cents, sirloin steak at 98c, chicken as low as 29c. Families in the area had not seen prices like that for many months.

After the first two weeks the boycotting families agreed to use meat only three nights a week. The stores then raised their prices back to previous levels.

But the boycotters had made their protest felt. Representatives of livestock producers, farm organizations and chain stores came to the boycott meetings to try to explain that they were not to blame for the high prices, which, they said, were not really high anyway. But the livestock men and chain-store officials fell into shouting matches and even physical scuffles with each other at a public meeting of the boycotting housewives.

This fall a number of poultry, beef and pork prices have come down a little in price. Turkey is one of the few protein foods which have gone up very little this year, and can be expected to become even cheaper. Supplies are heavy this fall.

Note the chart of comparative protein values with this article. Nutritionally speaking, protein is what you really buy when you buy meat, poultry and fish. This chart will guide you to some of the better values at this time. You can pay as little as 57 cents for 100 grams of protein in the form of canned tuna, and as much as \$2.47 in the form of bacon.

Along with poultry, cheddar cheese and eggs are among the lowest-cost alternatives to costly meat despite the unconscionable and unnecessary

jump of 16 per cent in the price of cheese the past two years. It is significant that the high prices of beef which the meat industry blandly attributed to "increased demand," also pushed up prices of cheese and broilers for which there have been no noticeable "increased demand."

The chart also shows how even among meats some alternative choices provide more nutrition at lower cost. For example, beef chuck, even with bone, costs you only about \$1 for the 100 grams of protein compared to almost twice as much for that much protein from round steak. For the protein provided, bacon really costs two and a half times as much as smoked ham. And chopped beef, chuck, poultry and smoked ham all cost less in terms of real food value than frankfurters.

A family that really wants to restrain its food bills and help fight high meat costs will find eggs another valuable protein alternative.

OTHER BUYING OPPORTUNITIES: October is the beginning of the first reductions in prices of coats starting with the annual Columbus Day sales.

New car prices are at their initially high introductory levels but used car prices have gone down since last spring.

An interesting development has occurred in prices of new homes. Builders are not getting the full impossible price tags they have put on their houses. The median (middle) intended sale prices for all new one-family houses recently was \$26,100. But the actual median sales price was \$24,500, even less than a year ago.

Some Best Buys in Protein Foods

	Typical Price per lb.	Grams of Protein per lb.	Cost of 100 Grams Protein
Canned tuna	.63	110	.57
Beef liver	.57	90	.63
Cheddar cheese	.85	113	.75
Broilers	.45	57	.79
Turkeys	.53	66	.80
Eggs (doz.)	.66	78	.85
Liverwurst	.69	74	.93
Ground beef	.77	81	.95
Ham, cured, w/bone	.65	68	.96
Canned lunch meat	.66	68	.97
Halibut steak	.92	.95	.97
Cod fillets	.79	80	.99
Beef chuck, w/bone	.73	72	\$1.01
In Comparison			
Frankfurters	.84	62	\$1.35
Round steak	\$1.60	89	1.80
Bacon	.94	38	2.47

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California's Air Pollution Pro

By Ke

Pollution Box Score: California, Top of the Ninth Inning

SOLID WASTES

- 71.5 million tons produced in 1967 alone—20.2 pounds per person per day.
- 19.5 million tons (27 percent) are collected and disposed of at 716 major sites. Remainder burned at source (as in industries and agriculture), left in place (as in logging), or otherwise disposed of.
- 511 disposal sites (71 percent) are open burning dumps. They create problems of rats, flies, smoke, odors, air pollution and unsightliness.
- 468 disposal sites do not cover refuse on a routine basis. Blowing paper is uncontrolled at 80 percent. At 33 sites, solid wastes are discharged directly into surface water. At 81 sites, wastes are in contact with ground waters. At 207 sites, there is no adequate provision for control of surface water drainage.
- By 1973, 27 percent of California's existing solid waste disposal sites will be completely filled. More than half the existing capacity for refuse is contained in only 2 percent of the sites.

LIQUID WASTES

- 1.5 billion gallons a day produced by California's sewered communities—86.7 gallons per resident per day.
- 80 percent discharged into tidal waters (open sea, bays, inlets). Half of remaining 20 percent goes to inland waterways, half to land.
- Raw sewage is treated before discharge in 800 communities. There are still four communities—with a total population of 21,000—where raw sewage receives no treatment.

AIR POLLUTANTS

- 19,000 tons per day of poisonous carbon monoxide pumped into the air over California's four major metropolitan areas—San Diego, Los Angeles, San Francisco Bay Area and Sacramento. Automobiles, trucks and aircraft account for 93 percent.
- 5,360 tons of organic gases emitted daily. Automobiles account for about 60 percent.
- 1,430 tons of nitrogen oxides spewed out daily. Two-thirds of California's people breathe these contaminants. Nitrogen dioxide is more lethal than cyanide gas.
- 716 tons per day of sulfur oxides contribute to California's smog.
- 390 tons of aerosols—airborne dusts, metals and liquid droplets—fill the air to cause eye irritation, visibility reduction, lung and air passage damage—and perhaps more serious consequences.
- Industrial processes, petroleum refining, combustion of fuels for heat and power generate 91 percent of sulfur oxides, 71 percent of aerosols, 41 percent of nitrogen oxides, 38 percent of organic gases, 7 percent of carbon monoxide.

GAME SUMMARY

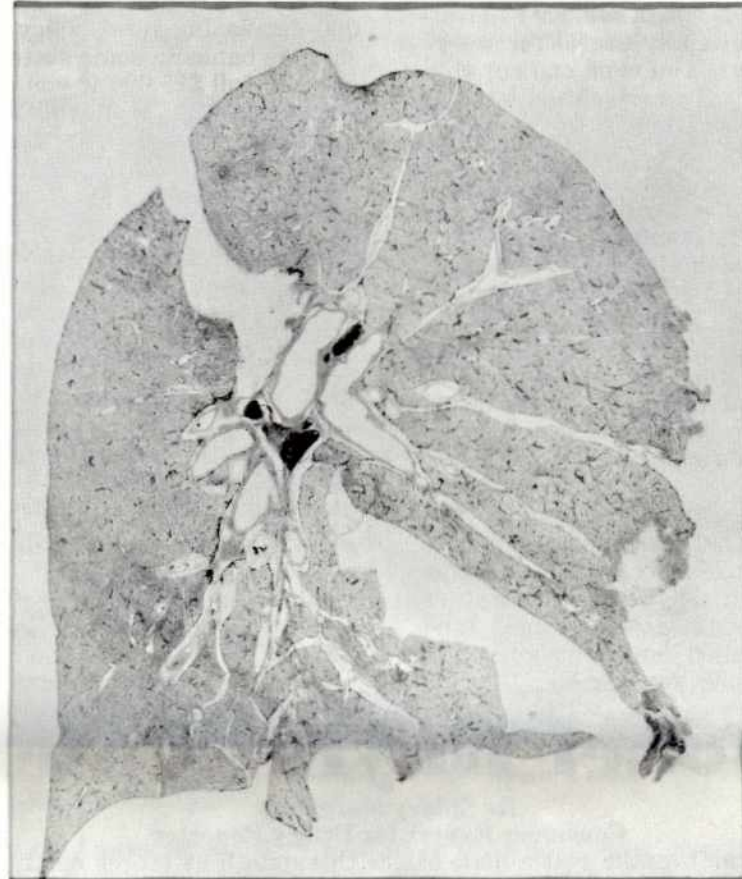
Man, perennially weak at defense and strategy but a threat at the plate, has been hitting Nature hard.
It must be remembered, however, that Nature bats last. D.W.

is now clear that air pollution concentrations are rising in California at a rate such that mass mortality incidents can be expected in specific areas, such as Long Beach, by the 1975-76 winter.

Dr. John D. Rosen, an Oakland physician, said he had noted "startling increases" in emphysema, heart disease and related respiratory diseases in the Bay Area and Philadelphia as compared to rural Virginia.

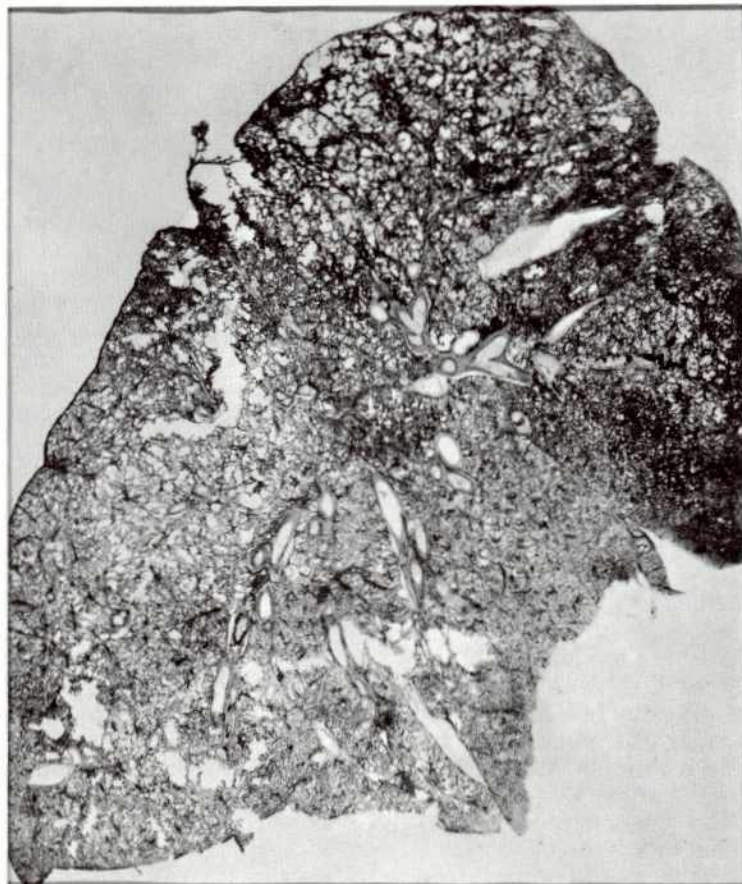
While doctors and scientists cannot definitely say that air pollution is absolutely responsible for emphysema and respiratory diseases, there is every indication that pollution is responsible for the marked increase in the frequency and seriousness of these and related diseases.

Shown below are two slides which illustrate the effects of emphysema on a lung. Research and studies indicate that air pollution is linked with an alarming rise in the number of cases of emphysema and respiratory diseases.



NORMAL LUNG

the large spaces present are either bronchi or inter-lobar fissures
10 Years resident in Orange County
Non-smoker



MARKED EMPHYSEMA

most of lung replaced by large non-functional air spaces
2 Packs cigarettes a day
35 Years resident in Los Angeles
Asthma since childhood

We are in the process of planning for the eventual demise of most city-dwellers in the State of California. If I were to point my finger at each and every member of Local 1245 and accuse you of slowly and methodically poisoning your children and spouse, you might very well say that I had "blown my cool." I might be a little crazy, but we are all participating in the daily activities which pour approximately 142 million tons of waste into the air every year in the United States. According to the U.S. Public Health Service, this amounts to more than 1,400 pounds for every man, woman and child in our country. This is the same air that we breathe and count on for all the functions necessary for life. We don't go to the garbage pile or city dump for our food supply, but we do go to a waste dump for the air we breathe.

How are you involved in the daily act of polluting your air? The answer is simply that you drive cars and trucks. This in itself, cannot be considered a willful attempt to pollute the air, for driving a car has become a necessity of life, but it does not remove the fact that the automobile is responsible for over 70 percent of the total pollution problem.

What is smog? It is the result of nitrogen oxides and hydrocarbons reacting with the sunlight to form new compounds which reduce visibility; irritate the eyes, nose and throat; damage plants, crack rubber products, peels paint from buildings, aggravate asthma and possibly is linked with cancer.

In 1905, the word smog originated in London when a doctor used this term to describe a combination of smoke and fog. Smog (pollution) is already a killer and is greatly feared by the inhabitants of the cities which have experienced deadly smogs. In October 1948, a thick layer of poisonous smog hung over Donora, Pennsylvania and within four days, 5,910 persons out of a total population of 14,000 became ill and twenty people died.

London, England has been hit with three killer smogs. A thick smog crept in over London in December of 1952. Within a few days there were 4,000 more deaths than would have occurred under normal circumstances. In 1956, foul air killed approximately 1,000 more Londoners and 300 more in 1962.

New York City lost 400 people to a killer smog in 1963 and an estimated 80 more New Yorker's died in November of 1966 from poisonous air.

The exact number of deaths caused by air pollution is difficult to determine when the daily conditions are not visibly different from others. Many scientists believe that air pollution is linked with thousands of human deaths per year.

A University of California scientist, Professor Kenneth E. D. Watt, predicted mass deaths from smog within the next seven years. He said, "It

blem Reaching Critical Stage

Lohre

In 1880, a huge 69-foot-high, 3,000 year old; 200-ton obelisk (pyramid) was presented to the United States and transported to Central Park in New York City. The hieroglyphic writings incised in this stone monument were then sharp and clear; but some eighty-nine years in New York's corrosive air has done more damage to the stone than over 3,000 years of weathering in Egypt.

Have some of you ladies wondered why your nylons don't last long? Scientists in Los Angeles and Chicago claim that smog disintegrates women's nylon stockings.

It stands to reason that air that darkens white house paint, corrodes metal, disintegrates stone and nylon stockings would be damaging to your health.

Here's a factor about air pollution that is near and dear to all our hearts—money. According to the Department of Health, Education and Welfare, the annual bill for property damage alone is \$11,000,000,000. This does not include medical expenses.

The sources of pollution are many. The most obvious pollutant is visible smoke. It pours from home chimneys, incinerators, garbage dumps and industrial smoke stacks. While these sources are the most obvious, they are just a small part of the pollutants which poison our air. Ninety percent of the air pollution in the United States is comprised of invisible gases. Industry pours out hundreds of tons of these contaminants daily; however, the automobile is the main source of pollution in our state.

The automobile, with the internal combustion engine, is the main target of the concerned legislators, doctors, scientists and many citizen's groups. These people are aware of the threat that smog poses and they are attempting to do something about it.

In California, State Senator Nicholas Petris, is leading the fight against smog. On March 26, 1969, Petris introduced Senate Bill #778. The original bill read as follows: "Notwithstanding any other provision of this part, on or after Jan. 1, 1975, no motor vehicle powered by an internal combustion engine shall be sold for operation on the highways of the State."

This bill was amended on July 24, 1969, to read that "on or after Jan. 1, 1975, no motor vehicle powered by an internal combustion reciprocating engine shall be sold for operation on the highways of the State."

This amendment put the pressure on the automobile industry and took the pressure off of John Q. Citizen. Senate Bill #778, as amended July 24, 1969 was passed by the Senate by an overwhelming vote of 26 to 5. This bill was thought to be a "laugher" and the auto industry lobby completely ignored the senate bill until, of course, it was passed by the Senate.

The lobbyists from the auto and petroleum industries went into action immediately in preparation for the Bill's submission to the Assembly. They did manage to see that the bill was killed in committee. The Assembly Transportation Committee heard the anti-smog bills in the largest Assembly Committee room before some fifteen television cameras and crews. The press box along the front of the room was full.

Detroit brought out its heavy guns in the form of Dr. Bowdith of General Motors and Dr. Jensen of Ford Motors. A general summation of their testimony would be that almost nothing could be done without substantially more research, study and delays.

Senator Petris and his bill will be back at the next session of the Legislature and with our support, the bill will pass. Senator Petris is going to appear on a Nationwide telecast, which will deal with the air pollution problem in California. The program is scheduled for October 5, 1969, at 10:00 p.m. and will appear on all of the National Educational Television stations throughout the nation.

The automobile industry has been dragging its feet for a number of years. At one time, this is something that could be understood for they do have a responsibility to their stockholders.

There is no question but what the changeover from an internal combustion engine to some other smog free power source will be costly. However, we are nearing the critical point and cost can no longer be considered a factor because the future of Californians, as well as mankind, is at stake.

It would be very easy and comfortable to shift all of the blame onto the auto industry, but it wouldn't be very honest and after all, honesty is one of the few things, if constantly applied, that gives this Country a hope of getting out of the mess it's in. We have a responsibility to see that something is done on the Local, State and Federal level. We must push for proper funding for all phases of air pollution research and control.

Senator Petris introduced a second bill, Senate Bill #779, which called for a study to determine the alternatives to the internal combustion engine and eventually contained a \$1 million appropriation to that end. This bill was passed in the Senate, but died with its sister bill in the Assembly Transportation Committee.

They won't even approve a measure which attempts to find out if there is something better for you, healthwise, in the area of transportation.

While the automobile is the major source of air pollution, it would be unfair not to mention the other sources which add to the problem. Some of the main ones are: refuse burning at dumps; home furnaces and industrial smoke stacks.

The electrical industry, in which many of our members are involved, is not exempt from criticism in the area of pollution. The use of fossil fuels in large quantities, such as used in a power plant, is receiving close scrutiny by governmental bodies involved in air pollution control. In fact, the Utility Reporter has received information from a very reliable source that the present potential control of air pollution by the Department of Health, Education and Welfare implies that in the 32 Air Quality Control Regions in the United States, no fossil fuel power plants will be permitted because emissions will degrade air quality.

This is something that concerns many of our members and Local 1245 is right on top of the situation. We have a dual position in regard to air pollution from power plants. Our first concern must certainly be the health and welfare of the members and their families. There must also be some thought put in on just how far the restrictions on fossil fuel plants might go. This very real problem can severely affect the economic welfare of many of our members.

All industries are presently subject to controls that are enforced by the Air Resources Board. Many companies are voluntarily spending millions of dollars on equipment to reduce the amount of contaminants their plants release into the atmosphere. Some companies are cited and forced into compliance.

Under the present circumstances, industry has no choice but to comply and even encourage others to help fight air pollution; but it seems unfair when you remember that the internal combustion engine is responsible for over 70% of air pollution in California and if this source were controlled, it would allow industry to limit their installation of smog control equipment to new construction and remodeling periods and this would save the companies millions of dollars.

Industry should join forces with those now fighting for immediate action from the auto industry and the Federal Government for a smog-free automobile. Their best interests, along with those of the people of this State, would be served.

What is being done about air pollution and who is doing it?

There are a number of State and Federal Agencies that are doing a very good job on the pollution problem. In preparation for this article, I had the pleasure of interviewing Dr. John R. Goldsmith from the Division of Environmental Health and Consumer Protection for the State of California, Department of Public Health in Berkeley, California.

The agency is responsible for studying and evaluating the effects of air pollution on health and is responsible for recommending standards of air quality based on health.

Dr. Goldsmith and the people in his office were very cooperative and I want to thank them for their time and efforts. They provided me with charts, slides and various background articles on air pollution.

It was interesting to note that most of the diagrams and charts included dates only up until 1963 and most of them were around 1960. I asked Dr. Goldsmith why the material was so dated and the answer of course was money.

Further questioning on budget problems brought out the fact that less money is being spent in 1969 by all agencies than any time since 1956 on medical studies of air pollution effects. This is the product of several administrations and it seems as though some people, throughout the years, have had their priorities a bit mixed up. The amount of pollution is increasing yearly and never before has it been more important to know the effects of pollution on the health of Californians. We would encourage the Governor to look favorably, budget-wise, on the funding of air pollution departments; especially medical research and control.

Air pollution is one of the major problems facing this State and it would seem natural that the budget for medical research would increase rather than drop. There are a number of bureaucratic—do-nothing positions in this State that should be eliminated long before we can cut the funds for medical research such as this.

The Air Resources Board is involved in the control of air pollution and is doing an excellent job.

The large number of Federal and State agencies involved in air pollution control prohibits listing them individually. There are also numerous citizen's groups, conservation groups and the like that are working on this problem.

Conservation groups, which are responsible and practical and who keep in mind the necessary balances which must be kept concerning economic necessities and the basic need of humans to survive in order to enjoy these economic benefits, are in existence. Extremist groups flourish at both ends of this spectrum—those who would watch birds in a bathless condition and those who would deliberately poison fellow human beings for a fast buck.

We say shun the extremists and join those who are balanced in mind and action as they work toward a reasonable solution of this tremendous problem.

Look in your phone book or contact your local Senator or Assemblyman for a group in your area which is working on the problem of air pollution.

Those of you who presently belong to a civic or social group should make air pollution control your next "special" project.

Please continue and increase your support for people like Senator Petris. Send him and your local Assemblyman a note of support for his bill.

We must also salute men such as Senator Nejedley and Assemblyman Milias for their work in the area of pollution control. The Utility Reporter will run two more feature articles on water and noise pollution. We will have more information on the men listed above and their activities in the area of pollution control.

We must accept the responsibility for allowing the air pollution problem to grow into what it is today. We've adopted a "let George do it" attitude regarding the air pollution problem in California and this is frightening because we "let George do it" to our schools; we "let George do it" to our cities; we "let George do it" in the Civil Rights arena; we let "George" do everything that requires personal involvement and sacrifice and then we sit around and gripe about how "George" is botching up the job. I want to put you on notice that "George" is not getting this job done and won't without your help and this time it is a matter of life and death.

A FOOTPRINT ON THE MOON

Richard F. Haines
NASA—Ames Research Center
Moffett Field, California

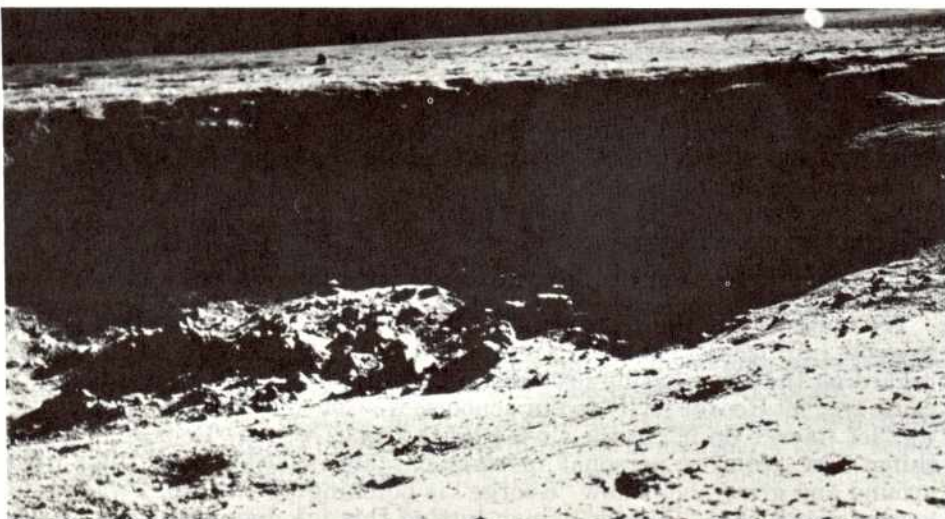


A footprint left on the lunar surface during the Apollo 11 manned landing.

A footprint usually means that man is on a journey; there have been many footprints leading up to this one and there will probably be many more following it.

Ponder, for a moment, what this picture really means to each one of us. It is simply a picture of a footprint left in the lunar dust by Astronaut Neil A. Armstrong during the Apollo 11 mission. Many past achievements were, symbolically, footsteps leading to this footprint on the moon. Some of these important footsteps include the rocket powered kite ride of Wann-Hoo back in 1500 A.D. which is said to have ended in a fiery disaster, the 1783 balloon flights of the Montgolfier brothers, the prophetic story of a journey to the moon and back written by Jules Verne in 1877 in his book *De la Terre a la Lune* (From the Earth to the Moon), the detailed space flight calculations of Konstantin Tsiolkovsky and Robert Goddard around the turn of the present century, the October 4, 1957 launch of the unmanned Sputnik (meaning fellow traveller) beyond earth's atmosphere, the first manned earth orbital flight of Cosmonaut Yuri Gagarin on April 12, 1961, and now, man's first footprint on the moon. Each of these footsteps was made by a different man but each contributed to the same journey, a journey into the limitless universe.

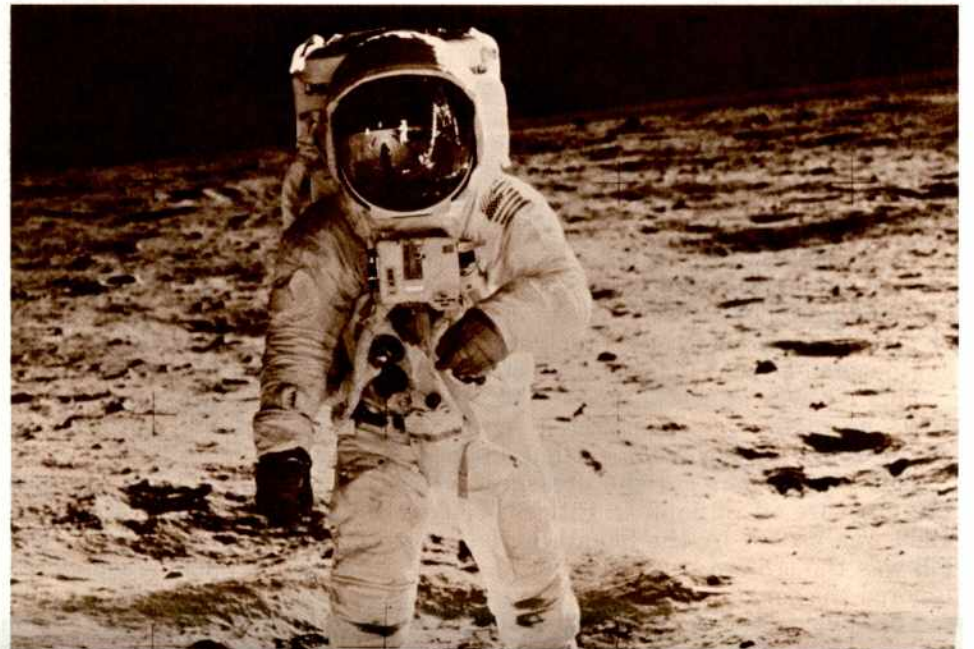
Many people watched with fascination as Astronaut Neil A. Armstrong took that first "... giant leap for mankind" on July 20, 1969. Because of the excellent television coverage it was almost as if we were there waiting for him, our living room easy chair sitting upon the lunar surface. But our astronauts did not just leave the footprints of two men on the moon. In a way, they left the footprints of each one of us there. Many Americans were with the astronauts in spirit as they jauntily performed their scientific duties. We were also with these brave men because we had, through our taxes, supported the space program from the very beginning. Each one of us could not help but take some pride in this new national accomplishment. We were with our astronauts in yet another way, for American industry, universities, governmental agencies, and many other segments of our population played a direct role in making Project Mercury, Gemini, and Apollo possible.



A view of the lunar surface near the Apollo 11 Lunar Excursion Module

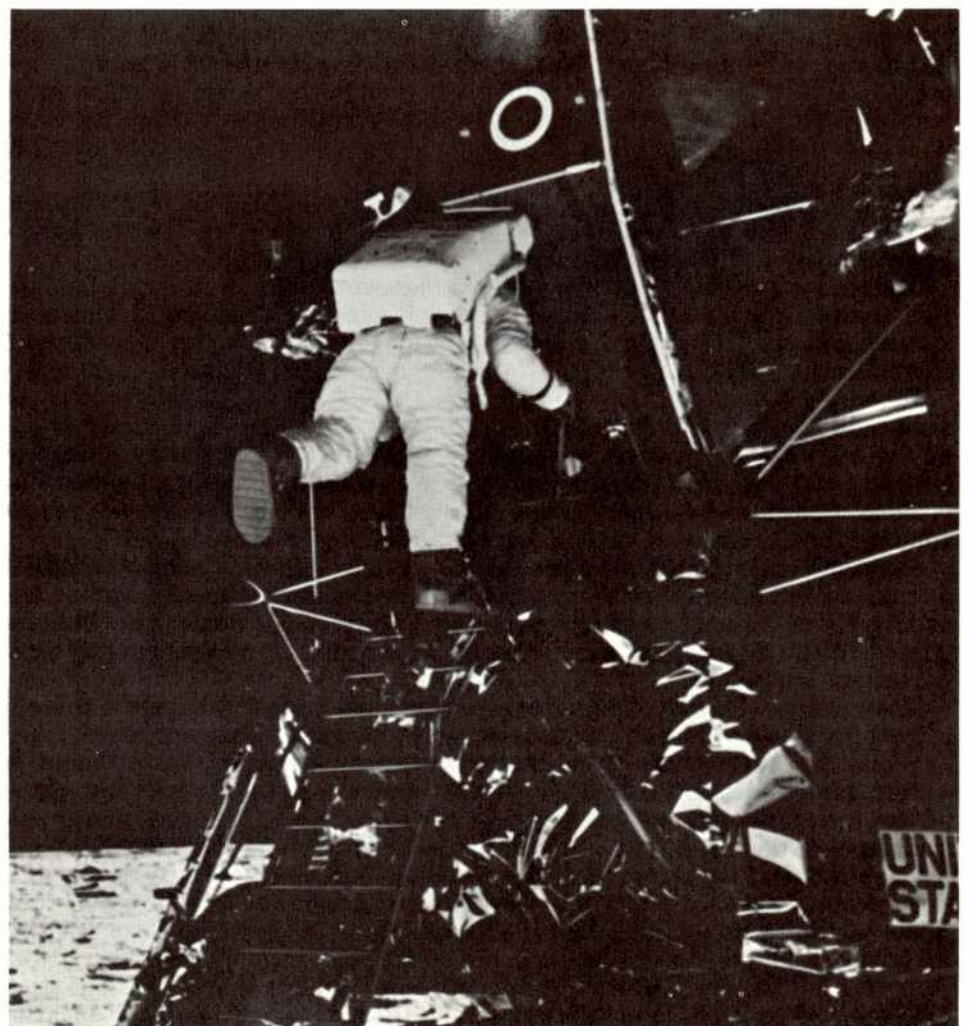
What did it take to place men on the moon in so short a time after the bold and imaginative national commitment was made by President Kennedy? It took a vision and a continued commitment to that vision. It took a solid technical foundation of people, experience, and facilities. It required the application of radically new management patterns which gave those in the space program sufficient flexibility and creativity to solve the totally new problems it encountered. It took an open program with regard to publicity so that each citizen could know what was being done with his tax dollars. And it took a people who had the drive to see the job through to the finish (or perhaps this should be written the start). We have much of which to be proud.

Although we were not always fully aware of the many technological developments which had preceded this "... one small step for a man ...", and many of us did not yet grasp the full significance of this "... one giant leap for mankind," many did share the thrill of watching Astronauts Aldrin and Armstrong place our flag into the moon's crust and then salute it in silence.

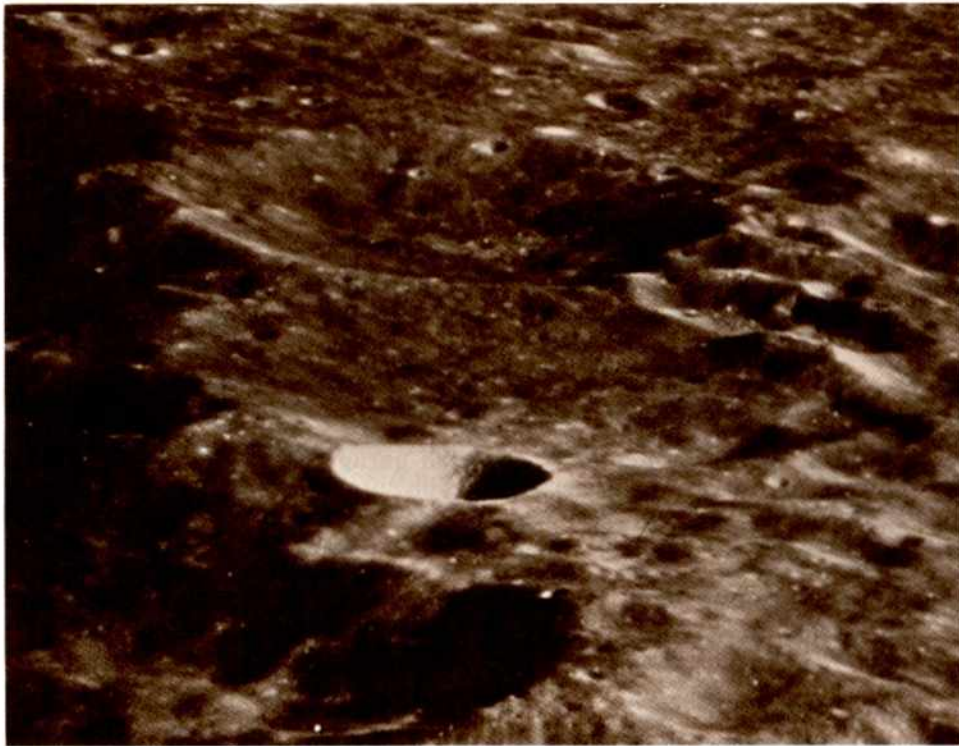


Astronaut Edwin Aldrin is seen standing on the Moon during the Extravehicular Activity portion of the Apollo 11 landing.

Use of American industry and more than 400,000 people working in more than 20,000 firms helped make these photographs possible. Nothing can be added to Colonel Aldrin's vivid description of the moonscape surrounding him when he said that it was "magnificent desolation."



Astronaut Aldrin is seen descending the spacecraft ladder to the lunar surface.



The lunar surface as seen from lunar orbit on the Apollo 10 flight.

Pitts Urges Reagan Not To Cut State Building Jobs

The State AFL-CIO is urging the Reagan administration not to cut back on state spending for construction as suggested by the Nixon administration.

"California's seasonally adjusted jobless rate of 4.5 percent for July—the latest state figure available—is already 25 percent higher than the 3.6 percent national average and any major slash in state spending for construction will inevitably result in the loss of jobs by thousands of building trades workers as well as clerical and other workers in related fields," Thos. L. Pitts, Secretary-Treasurer of the California Labor Federation, AFL-CIO, warned in a wire sent to Gov. Reagan.

"The likelihood is that California will be one of the states hardest hit by Nixon's order for a 75 percent cutback in federal construction," he said, "because of the many federal projects and installations in the Golden State.

"To compound that by additional slashes in state construction could mean financial disaster for thousands of California workers," Pitts said.

"The real villains in the current inflationary spiral are the still uncurbed and excessive profits of big business, the price hikes in our basic industries that go unprotected by the national administration, and the outrageously exorbitant interest rates, which, with the prime rate now at 8½ percent, are the highest in more than a century of this nation's history.

"It makes no sense economically, socially, or morally to require workers to bear the full brunt of the fight against inflation while bankers and investors pocket higher and higher profits and big business isn't even asked to pull in the reins on price increases," Pitts declared.

Immediately after President Nixon ordered the 75 percent cut in federal construction spending on Thursday, September 4, Governor Reagan held a special cabinet meeting on the subject of construction contracts and, according to Paul Beck, the Governor's press secretary, "instructed all departments to begin a review of every project they have that will help California comply with the President's request."

Following that conference, James Moe, the state's public works director, imposed a temporary freeze on any new highway construction contract awards and any calls for bids on road projects.

It is not known at this time just what funds or projects were affected by the temporary freeze but Moe disclosed that \$180 million in highway projects had been scheduled for advertisement for bids between now and the end of the year.

Family Security for \$30 a Month

(Continued from Page 3)

vestment to accumulate a fund to buy an annuity at 65 for yourself and wife, or her alone if she has survived you. That annuity can take the place of continuing to maintain life insurance after you reach retirement age.

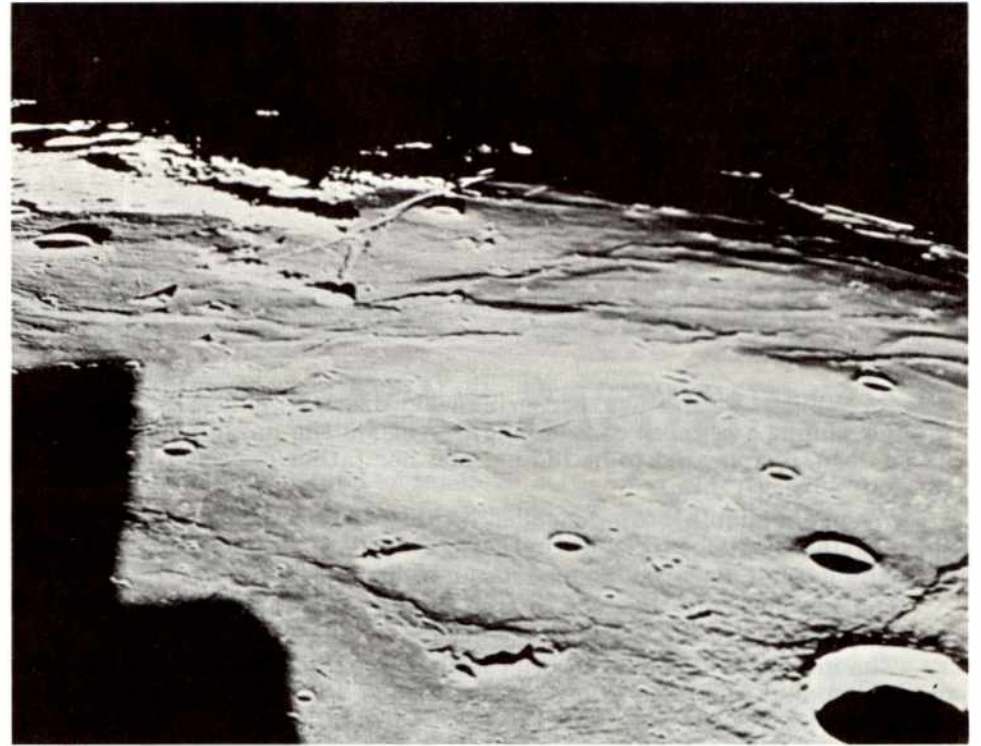
Moreover, if you did pass away before retirement age, your wife would get not only the remaining amount of life insurance, but the savings you were building up for an annuity. At the end of 15 years, for example, the savings fund itself

would total \$4,500.

If you use a credit union as one of the places to save up your retirement fund, your family also might get an insurance bonus there. Many credit unions provide "savings life insurance" at no extra cost, so that your family would get double the amount you have on deposit.

Wage-earners who have substantial other group insurance, as through a union or employer, can, of course, scale down this plan accordingly.

(Next: Planning for an Annuity)



Surface of the Moon as seen from lunar orbit.

IS MRS. VALORY CONSUMERS' FRIEND OR FOE?

When the Office of Consumer Counsel was created by the Legislature in 1959, the idea was to have someone look after the interests of all California consumers.

The legislation creating the office directs the Consumer Counsel to recommend to the Governor and the Legislature the enactment of such legislation as is "necessary to protect and promote the interests of the people as consumers."

It also authorizes the Consumer Counsel to appear before governmental commissions and other agencies to be heard on consumers' interests and to cooperate and contract with public and private agencies to get statistical surveys, printing and other similar information.

But Governor Reagan's appointee to the Consumer Counsel's post, Mrs. Kay Valory, clearly has a different idea of what the post entails.

She made this clear in an address to a meeting of Young Republicans in San Francisco when she unleashed a bitter attack on consumer spokesmen such as Ralph Nader and spoke disparagingly of the magazine "Consumer Reports," charging that it was just propaganda put out by "people who back consumer protection legislation," which, she said, "is damaging to the free enterprise system."

She said she thought that the magazine was "very narrow, giving you only their opinion."

(Normally the magazine has its investigators examine the dependability, durability, etc., of various brand name products and assigns a rating to them to aid the consumer in purchasing various products.)

After giving short shrift to "Consumer Reports," Reagan's Consumer Counsel said:

"There are other sources of information. The National Association of Manufacturers has a handbook on tips to the consumer. I must admit they haven't tested many of the products. We have to take the word of the manufacturers."

In attacking "Nader's Raiders" and other "phony champions" of consumer rights, Mrs. Valory declared:

"While the pseudo-protectors and dubious defenders of the consumer flail about punching the bubbles in bread, jumping up and down on two-ply tires or from the rooftops scream that the hot dog is un-American or too fat or too skinny or there is ground styrofoam in our hamburgers . . . I shall continue to act in the capacity, not as one of Nader's Raiders but as one of Reagan's reconcilers . . . without chipping away at what's left of the free enterprise system."

Instead of more laws and regulations to prevent firms from taking unfair advantage of consumers, Mrs. Valory called simply for "consumer education on fraud and dishonesty."

She also told the young GOPers that she slashed her own staff from 13 to 2 shortly after taking office in 1967 and declared:

"I want to see business more involved in making consumer legislation than fighting it."

Then, somewhat rhetorically, she observed: "Perhaps I could accomplish more working for industry." But she said she would stay in Sacramento because:

"I don't want people to lose faith in state government."

Fat chance of that, eh?

California AFL-CIO News

The Safety Scene

Is Your Garage Door A Potential Killer?

As William E. Mathias, of Springfield, Missouri, pulled into his driveway he caught a glimpse of his daughter inside the garage near the door. Linda Jean, 6, appeared to be hiding, and her father expected her to jump out and "surprise" him.

When she didn't move, he called her name. Receiving no response, the alarmed father rushed inside the garage and found Linda Jean dangling with the garage door rope looped around her neck.

Quickly lowering the door to free the girl, the father rushed her to a local hospital where she was declared dead.

The mother told police officers that her daughter had asked permission to visit an aunt and uncle who lived nearby. Police said the child evidently went to the garage to get her bicycle, found the garage door shut and was attempting to raise it when a rope attached to it became entangled around her neck. As the spring-tension door continued to rise it pulled the girl upward, leaving her feet about four inches above the floor.

Not long ago, in another city, a group of youngsters were playing with a garage door while the homeowner was away. All of them were so young that they had to stand on a box to operate the door switch. The game they were playing called for one of them to flip the switch as each child ran beneath the door before it closed. A 5-year-old didn't make it. He was struck by the door as it came down and his neck was pinned under the bottom edge as it closed. He died before adult help could get to the scene.

A young New York girl died at the home of a playmate after she was pinned under an electrically operated garage door that was described by her mother as "a type with no reverse action—it had to go all the way down before it would go back up, and this is why our daughter suffered fatal injuries."

A 4-year-old Warren, Indiana, boy was pinned under an apparently malfunctioning garage door while playing with his brother. He was suffocated before members of the family found the boy's body beneath the door.

Several years ago, employees of the DuPont Company of Wilmington, Delaware, were warned of an increase in garage-door accidents that had caused a number of lost-time injuries. As a result of the publicity, many employees checked their own garage doors at home and found maintenance defects that could have led to serious injury. One man who had found defects in his garage door later moved to another, almost new house. Remembering his company's campaign, he decided to check the two roll-up doors of the house he had just moved into.

He found that cables that connect the springs to the bottom of the doors had been incorrectly attached so that they were crushed each time the door was closed. Had the defect not been discovered, the cables would have failed prematurely, letting the door crash to the ground and perhaps causing a serious accident.

There are no safety standards covering the manufacture, installation or maintenance of garage doors or electric openers you buy today. During 1968 some of the makers of remote control power operating machinery met with specialists from the National Safety Council and Underwriters' Laboratories in an effort to formulate standards and it is possible that the year 1969 will see such standards developed.

However, it will take at least a year for all the safety standards to be put into action and for electric door openers now in existence to be sold from stock and replaced with equipment that conforms to the new specifications. And of course there are the millions of doors and electric openers already in use that have been installed without the necessity for complying with any standard for safety.

Roll-up doors can kill—that fact has been proved only too many times. The mechanism may fail, allowing the door to come crashing down on an unsuspecting person. The installation work may be faulty, and a mechanically perfect door may tear loose from its mountings and injure or kill. Or the door may be functionally operative but if abused or handled improperly it can still cause injury.

Suppose, for example, that the large spring used as a counterbalancing device should fail. At installation, the spring is wound up—window-shade fashion—or, if a coil spring, stretched under tension, to act as an assist when the door is being lifted open and to act as a snubber when the door is closed. In a good installation, nothing more than gentle fingertip pressure is required to control door action because of the strength of the spring. But if the spring should break—this usually happens only while the door is being operated—the full weight of the door will bring it crashing down. Power doors, incidentally, don't fail so dramatically—if the spring fails, the door generally moves to the half-open position and stays there.

In the case of a bad installation, the rails that hold the door overhead might tear loose and allow the door to fall to the floor of the garage. This happened to a Quebec man and his wife and two young sons. They were standing inside their new garage while an older son opened the door. When the door reached its overhead position, it broke through its stop hardware and pinned the two adults and two children to the floor. Luckily, they es-

aped with bruised heads, but the 300-lb door could easily have killed someone.

Both powered and manually operated garage doors can be dangerous. Both types need regular inspections—to be sure they are in safe operating condition—and regular maintenance to keep them in good shape. Moreover, the way the door is operated—and whether it is allowed to be improperly used—has a lot to do with how safe it really is. As the largest piece of moving equipment around the house, your garage door deserves plenty of attention. Follow these suggestions for keeping your door in good mechanical order and preventing it from becoming a menace to unsuspecting adults and innocent children:

Check the cables frequently. Inspect their attachment points to be sure all strands at all connections are secure and not partially broken. Look for shiny spots along each cable that might indicate abrasive wear. Specially observe the cables where they travel over the sheaves (pulley wheels) and make sure cables are not skidding. Lubricate sheave bearings.

Make sure track is not bent or loose in its attachment to the garage structural members and see to it that wheels travel smoothly without skidding. Lubricate all wheel bearings.

Check all bolts in door for tightness and notice the condition of wood or metal door body particularly at bolt connections.

Check all bolts and screws that secure the track to the garage.

See that all cotter pins are properly installed and in good condition.

These are safety devices that prevent vital parts from separating at crucial joints.

Inspect hinges between sections from time to time for rust and looseness.

If balancing springs have lost tension and door becomes heavy to lift, call your dealer for service. Do not attempt to adjust spring tension unless you have the skill and proper tools.

Check your door manufacturer's specifications for maintenance and lubrication requirements. If you have mislaid them, ask the dealer handling your brand of door for a replacement.

Never leave your garage door open. It can too easily become an attractive nuisance that can lead to the injury or death of a child. Each time the door is opened to let the car in or out it should be closed and locked immediately afterwards. This protects the contents of your garage—including your car—from vandalism and theft, and it also helps insure that children will not play with the door. Moreover, in the event of a manufacturing defect or an installation error, the door is not likely to fail at a critical moment when a person is underneath.

A garage door, like any other large piece of machinery, is a special responsibility if it is accessible to the public—your friends and neighbors—and particularly if children can get to it. Guard your garage against the experimenting of a curious or mischievous child who with the flick of a switch might turn a handy modern convenience into a death trap.

—Family Safety

TREAT YOUR VACUUM BOTTLE WITH TLC

CHICAGO—The National Safety Council urges you to treat your vacuum bottle with tender, loving care.

Innocent as they may look, says the Council, vacuum bottles are potential bombs looking for a time and a place to explode and a moment of carelessness on your part could lead to a lifetime of blindness.

One of the Council's monthly safety newsletters recently carried a story about a worker in Hamilton, Ontario who was spooning soup from a quart-size vacuum bottle when the bottle exploded in his face.

It seems the metal spoon cracked the glass lining causing it to implode, then explode, sending glass fragments out the thermos opening into the worker's face.

One of the worker's eyes had to be "frozen" to remove numerous glass splinters. He also suffered cuts to his face.

The damage to his eye fortunately did not affect his vision.

The Council says the following safety guidelines for the home as well as on the job can be concluded:

- Never insert metal utensils or other objects inside vacuum/thermos bottles.
- Avoid sudden temperature extremes, such as pouring boiling hot coffee into a thermos containing ice cubes.
- Handle with care as you would any other glass object.