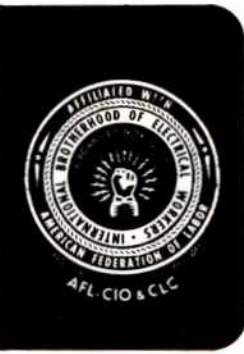


Utility Reporter

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 Local Union 1245, AFL-CIO,
 P.O. Box 4790,
 Walnut Creek, Ca. 94596



SENATE HEARINGS HELD ON GAS RESOURCES

Editor's note: This report was written by Tom Lewis, a Local 1245 member employed by the Sierra Pacific Power Company, at the request of Bus. Mgr. Mitchell. Tom was Local 1245's delegate on a committee representing gas workers and they testified before a Senate Committee hearing on natural gas resources.

HELD MARCH 22 AND 23, 1972

Senator Hollings, of North Carolina, as Chairman, heard testimony regarding S. 2467, S. 2505 and S. 2405.

S. 2467 is a bill designed especially to aid in development of Natural Gas reserves.

Had an appointment and met with Senator Howard Cannon, a member of the committee, and urged him to take favorable action on the bill, to get it to the Senate floor for passage.

Also met with Senator Alan Bible, who promised to do all in his power for the bill when and if it reached the floor.

Appearing at the hearings with prepared statements supporting passage were: Representatives of the Federal Power Commission, Departments of Interior and Commerce, a committee representing gas workers from various parts of the United States, comprised of Francis Tebbs, President International Union of Gas Workers, Washington, D.C.; John Federhoff, Jr., Secretary-Treasurer Gas Workers Local, Detroit, Michigan; Joseph Di Stephano, 50th District Gas Workers Local, Washington, D.C.; Lewis Johnston, President Gas Workers Local, Providence, Rhode Island; Sherman Henry, Pipe Line Workers Union, Ruston, Louisiana; and Tom Lewis, Local 1245 I.B.E.W., Reno, Nevada. Also present, John W. Morton, President Cities Service Gas Company, Chairman Board of Directors Independent Natural Gas Association; Mr. G. J. Tankersley, A.G.A.; John J. Shaw, President Southern Natural Gas Company; and Mr. Raymond N. Shibley, Counsel Panhandle Eastern Pipeline Company.

In summarizing all the pertinent points presented in all the testimony we find that: our use of natural gas has been increasing steadily over the last twelve years, but our discovery and development of new wells has failed to keep pace with this use.

If exploration began today, it would take three to four years to locate and develop enough new wells to bring production running ahead of demand again. There are approximately 60,000 natural gas reservoirs.

The absolute level of these wells is estimated because this is "proprietary information" and, due to expenditures used to get this information, will not be divulged to competitors, etc.

New York, Pennsylvania, Illinois, Massachusetts, Ohio, Maryland, Virginia, Southern California and Rhode Island, to name some of the states hardest hit, have had to cut gas deliveries to industrial, commercial and interruptible customers and generating plants.

Public service commissions have ordered no service to new customers. New York has a backlog of between three and five hundred customers waiting for gas service. One of our largest cities with an air pollution problem, New York, needs an increase of 300% in natural gas users to bring the level down to an acceptable standard.

(Continued on Page Three)



This photo shows many of the participants in Local 1245's U.S.B.R. Shop Stewards meeting. See page three for a short story and more photos of the meeting.

Proposition No. 9 Analyzed

Editor, Utility Reporter
 Local Union 1245, AFL-CIO
 P.O. Box 4790
 Walnut Creek, California 94596

Dear Sir:

I am concerned that the so-called "Clean Environment Act," Proposition #9 on the June 6, 1972 ballot, will be passed on an emotional basis. If passed and implemented, this measure will not only endanger California's agriculture and industry, and the public health, but it will also cause additional harm to the environment.

I am enclosing an analysis which I have made of the initiative. While it is impossible to cover all of the ramifications of the initiative in a single statement, I believe that the analysis shows that the proposed law is badly worded, unworkable, dangerous and unconstitutional in some respects.

I hope that you will make your own analysis of the initiative and its probable effects upon the people of California.

Sincerely yours,
 CHET HOLIFIELD

The initiative would amend the California Health and Safety Code, the Motor Vehicle Code, the Water Code, the Public Resources Code and the Agricultural Code.

SECTION 1. Titles the initiative as the "Clean Environment Act."
 (Continued on Page Six)

YOUR Business Manager's COLUMN ECOLOGY AND ECONOMY

L. L. MITCHELL

Ironically, two words in much use these days are part of a conflict in which they are being used as weapons between people. One million, nine hundred and sixty-five thousand, five hundred and thirty-one. They stir emotional responses because one is expected to be "for or against" and not consider the possibility that a middle ground could exist.

These words are **ecology** and **economy**.

Both are derived from Greek origins. **Eco** from **oikos** means "home"; **onomy** from **nemien** means "to manage"; and **logy** the "science or study of." Thus, literally, we are dealing with the science and management of a place—our home. My Funk and Wagnalls dictionary defines **ecology** as "a division of biology that treats of the relationship of organisms and their environment." It defines **economy** as "frugal management of money, materials, resources and the like." Either base of reference would suggest

that the two have much in common.

Ecology has become a byword and "the environment" has become the concern of everyone from "flower child" to politician. "Silent Spring," a book by Rachel Carson published in 1962, created a concern among laymen and scientist alike over the abuses to our environment and the consequences which these hold for us and our descendants. Sadly enough the list of past abuses is long and there is no doubt that a problem exists. The last decade has shown a movement to provide measures to correct these problems, but not fast enough to satisfy many who only became aroused after correction had been started.

Currently, too many concerned with the economy believe that to strengthen it and expand growth means ignoring and pushing aside those concerned with improving and preserving our environment. Conversely, too many on the eco-
 (Continued on Page Two)

... HAVE YOU MOVED?



MY NEW ADDRESS IS:

NAME _____

STREET _____

CITY _____ STATE _____ ZIP _____

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P.O. BOX 4790, WALNUT CREEK, CALIF. 94596

ECOLOGY AND ECONOMY

L. L. MITCHELL

(Continued from Page One)
 logical side do their "thing" purely on the basis of emotion. They believe all technology is bad and anything done to improve the economy will lead to our extinction.
 Both extremes overlook the hard facts of life. They fail to consider that man, like an ecosystem, exists by reason of many interdependent and interrelated factors. A change in any one factor will produce a change in other factors. Ecology and economy are interrelated and both must be considered when we discuss the future of man. The basic problem in the "ecological" question is that we cannot go back and reclaim nature or return to the life of primitive man. Unfortunately, or not, there is no way we can turn a crank and return to the past. Turning off our industry and transportation systems is impossible because to do so would doom us all. Nature alone, with the present day society, could not support us. That is why economy — the management of our money, materials, resources and the like—must be a consideration in any decision relating to the ecology or our environment.

Proposition #9, labeled the "Clean Environment Act," does not deal with the "ecological problem" or its solution. It ignores the impact of the consequences to the economy and the results to our survival as a society of human beings.

Proposition #9 amends the California Health and Safety Code, the Vehicle Motor Code, the Water Code, the Public Resources Code and the Agricultural Code. It is ill-conceived and confusing — even to an expert.

The People of California are being asked to vote upon a ballot measure which will have a drastic and lasting effect upon their daily lives and the future of the State. If passed, many of California's citizens would be called upon to exchange their jobs, give up convenience, economic welfare and some of their constitutional rights for a **hope** — not a surety — that Proposition #9 will bring about a clean environment.

We cannot allow an increasing pollution of our planet to continue solely on the basis of boosting the

economy. Neither can we allow the health and strength of our economy to be destroyed purely on the basis of arguments by environmentalists who would save us from one fate—only to place us in position to become victims of another.

Somewhere between total commitment to conservation and total commitment to economic growth, there has to be developed a middle ground.

We must determine what risks we can reasonably take which affect the environment and those which we cannot afford to take. We must also determine the same for the economic side of our home. Responsible people on both sides of this argument realize there must be an equitable balance established for both ecological and economic necessities. It is not **whether**, but **how** we can provide economic growth at the same time as we restore and improve our environment.

The sad fact of the whole situation is that the "ecological crisis" we face today has been brought about by success. Success in the field of medicine has increased longevity and reduced mortality rates, particularly in infants, to the point that we now have a population problem. Success in increasing agricultural production reduced the possibility of mass famines, but created pollution from pesticides and chemical fertilizers. Success in producing more affluent families gave the opportunity for leaving city tenements, but resulted in urban sprawl and the polluting traffic jams.

There are many others which could be mentioned, but these will suffice to show that the first step to our problem has to be a realization of the risks involved in making decisions on actions to be taken and the affect on other factors concerning our welfare as people. We should build on our success and work on the means to change our environment to produce the goods and services we need to remain alive without destroying its capability to provide the other needs which nature alone produces.

Everybody is "for" the environment, but we cannot delude ourselves into believing that a clean environment can be achieved by

elimination or abolishment of experimentation and technology. The answer to elimination of water pollution — be it caused by human waste, the activities of farmers or industry — can only be solved by greater utilization of the scientists and more advanced technology.

We should also remember that clean-up costs, if limited only to those problems of a most urgent nature, are estimated to be some 100 billions of dollars. We face this problem now because for too many years we have bypassed the decision of who will pay the costs of restoring and maintaining the environment in the condition we desire. The expense will eventually be borne by the great mass of people as citizens, and the issue is . . . what portion will be paid by consumers in higher prices and what portion by the taxpayer in the form of higher taxes. When that issue is resolved, we face much harder decisions.

Everyone always believes the start should be in some other area than that which will affect him. Nevertheless, a start must be made and a list of priorities established. This, in the beginning, may mean choosing the lesser of two evils. What is the trade-off between growing more food for the world's hungry or banning the fertilizers which pollute our rivers? Do we opt to build no more power plants to produce needed electricity to fight other kinds of pollution because the power plant can itself be a pollution source? Are the risks of thermal and radiation dangers from nuclear power plants less acceptable than the air pollution from plants burning fossil fuels? Do we move back to the cities and ban the automobile to reduce air pollution and traffic jams? These are not easy choices and involve both political and economic concerns.

Let no one misunderstand — we are for the restoration and protection of the environment. We do not accept the theory, however, that a clean environment can be achieved by elimination and abolishment of experimentation and improved technology as proposed by Proposition #9. We do not accept the philosophy that regulations governing such a vital issue should be frozen into law which can only be altered by a costly and time consuming process of bringing a change before the people for a vote.

In reviewing with my Staff the discussions at meetings on Proposition #9, I find a very disturbing bit of reasoning being put forth by some of our members. "If the employer is against it, then I'm for it." Industry is not going to solve the problem. We are going to solve the problem along with them. If we lash out at any company in frustration over other problems and without logic, we will be sealing our own doom. Anyone who believes strangling industry to "get even" will answer the problem, will suffer as much as the industry, for we work there.

No one will disagree that problems of pollution abatement must be met and solved. Industry is not alone as a polluter. We all pollute. Our homes are built to pollute. We know this, yet bond issues to build adequate sewage treatment plants are defeated in city after city. However, we do have a choice of

methods to provide the solution. We can redesign our technological systems to provide the values and quality we desire in goods and services and give industry the time to change, or we too will go down the tube along with them. We can seek solutions through technologically feasible "real world" means, or we can strike out blindly in the shotgun approach of the so-called "Clean Environment Act"—Proposition #9.

Once we ascertain the big problems we have the know-how to solve, and those which we don't as yet have the solution to, we can expend our energies on research to find the unknown answers while we take action on those we can control.


How do we determine which facet of the problem is to be handled first? We must understand that we can't do everything at once. It will take a long-range program of action with education of the public and the lawmakers alike to accomplish the ultimate goal of a healthy economy and a pollution free environment.

Both those concerned with the economy and those who are environmentalists must agonize together with those of us "in between" on the painful choices which must be made. Both conscience and economic concerns must be weighed and whatever course of action is decided, it will mean sacrifices for some. Often this will be those least able to afford it. Public policy must be such that these sacrifices are shared. Where necessary, compensation should be provided to those most adversely affected to assure an equitable distribution of the burden.

Every member should work to defeat Proposition #9 — but we can't stop there. Congressman Hollifield has an analysis of Proposition #9 which is printed elsewhere in this paper. It would help if you read this. As he states, we must develop a program of social responsibility to see that elected and appointed officials proceed with all possible speed on the course of reason.

I suggest that the course of reason demands that we put both our economic and ecological homes in order, and achieve a rational balance between economic growth and the need for a sound conservation policy.

To do nothing invites catastrophe, but to adopt the measures of correction sought by Proposition 9 could see us selling our birthright for a bowl of porridge.



the utility reporter

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U.S.B.R. STEWARDS MEET

Local 1245's Shop Stewards employed by the United States Bureau of Reclamation, Region 2, attended a Shop Stewards conference in Stockton on April 8, 1972.

Business Manager L. L. Mitchell, Asst. Bus. Mgr. Mert Walters, Business Rep's Dave Reese, John McManus and Hank Lucas, Advisory Councilman William Miller, Exec. Board Member Tom Conwell and thirty Shop Stewards from all over the Central Valley Project were present at the meeting.

The purpose of the conference was to discuss safety, communications, and to formulate a program for 1972 negotiations.



Shown above from left to right are: Board Member Tom Conwell, Bus. Mgr. L. L. Mitchell, Hank Lucas, Bus. Rep. and Asst. Bus. Mgr. Mert Walters.



This photo shows some of the stewards looking over material discussed at the meeting.

IN MEMORIAM

Name	Date of Death
Charles H. Short (General Construction)	January 16, 1972
James N. Reibin (Stockton)	December 31, 1971
Leonard D. Lamb (East Bay)	January 9, 1972
Robert Pluff (General Construction)	February 4, 1972
James English (East Bay)	February 1, 1972
Roger L. Ritter (General Construction)	February 12, 1972
Sebastian N. D'Elia (San Francisco)	February 27, 1972
Gary N. Beltrami (General Construction)	March 1, 1972
Mary Beyschau (C.U.C.C.)	February 28, 1972
Edwin T. Geise (East Bay)	March 6, 1972
Noah C. Wiler (North Bay)	March 11, 1972
Jack E. Moore (North Bay)	March 4, 1972
Tom Morgan (General Construction)	February 24, 1972
Martin Regan (San Francisco)	April 1, 1972

You've Got a Right to be Represented if Called on Carpet

Anytime any employee is sent to the front office for an interview, he has a right to be accompanied by a union representative under Section 8 (A) (1) of the Taft-Hartley Act.

Although the T-H Law has been on the books for nearly a quarter of a century, the worker's right to representation in such situations was specifically upheld for the first time just recently by the National Labor Relations Board in a case involving the AFL-CIO International Ladies Garment Workers Union and the Quality Manufacturing Company.

The case stemmed from an argument over piece rates during which one employee was sent to the front office by the production manager. On the way, the employee asked the ILGWU shop chairlady to go with her. But the employer refused to allow the chairlady to sit in on the discussions and subsequently fired the two workers as well as an as-

sistant chairlady.

The NLRB trial examiner found the disciplinary actions and discharges violated the Taft-Hartley Act, holding that the employer's purpose in summoning the worker to the front office was disciplinary, not investigative.

The NLRB upheld the trial examiner stating that the employee "had reasonable ground to believe that disciplinary action might result from the employer's investigation of her conduct" and that her request for a union representative was reasonable and her discharge for insisting on that right violated the T-H Act.

The NLRB decision was on a 3 to 1 vote (there's one vacancy on the Board) with Chairman Edward B. Miller and members Howard Jenkins Jr. and John H. Fanning upholding the trial examiner and Ralph E. Kennedy dissenting.

Calif. AFL-CIO News

Tom Lewis Reports on Gas Resources Hearings

(Continued from Page One)

Gas workers, from pipeline workers to skilled servicemen, have lost or are facing loss of their jobs. In the Washington, D.C. area, approximately forty retirees will not be replaced.

Gas workers' futures and the futures of their families are "up for grabs." Huge capital investments in plant and pipelines are at stake. A 900,000 mile network of pipelines, serving 150,000,000 customers, is in jeopardy. Customers face rationing and/or changing to different fuels. Natural gas supplies one third the energy used in the United States and 28% of the energy used for electric generation. Quoting Senator Stevens, "The public thinks we are crying 'wolf.' They just don't understand the seriousness of this shortage of natural gas."

Quoting Mr. Tebbs, "If something isn't done, and done soon, we stand to lose 400 workers out of a total of 1500, in the Washington, D.C., area alone."

Senator Stevens: "Maybe John Q. Citizen won't realize there's a shortage until there's no gas for his air conditioner on a 95° day."

What caused, or contributed to, this shortage?

Senator Hollings: "Lack of regulation or 'hip pocket' regulation by the F.P.C."

There have been too many regulatory obstacles and restrictions upon producers and pipelines; too many policies restricting development of natural gas, especially Federal leases. Underpricing of natural gas made it too popular, and increased retail sales to users.

Underpayment to producers made it unpopular to them, aggravating the shortage at both ends.

Intrastate sales of natural gas "wiped out" the increased demand for interstate sales, because they are not regulated like interstate and could get a better price in their home state.

It was not strictly the F.P.C.'s fault, when trying to make adjustments for the producers, the courts ruled it illegal. The F.P.C. approved prices and contracts, and hundreds of producer contracts were subrogated by court directed rollback in prices.

Senator Hollings: "It's been a bonanza for the lawyers and courts. It all relates back to the Supreme Court decisions. They're looking forward and facing backwards."

For example, in 1960 the commission approved a field price for gas at

23.25 cents per M.C.F. Production and sales were based on this price. Then the price was cut to 21.25, then 20.625, then 20 cents, until in September of '68 it was cut to 18.5 cents!

A new commission started bringing prices up, but the damage had been done. If the 23.25 cent field price in 1960 had been increased gradually to 26 cents by 1971, a 12% increase, there would have been the financial incentive to keep search and development running ahead of demand.

A look at other sources of energy indicates increased costs plus unavoidable risks—buying liquified natural gas from foreign sources; increased costs plus risks of having supplies cut off.

Company buying short term, non-jurisdictional gas, higher prices. There are unlimited supplies of coal for gasification, but approximately ten years before production could meet customers' demands.

Synthetic natural gas: for example Algonquin Pipeline Gas Company has had an application before the F.P.C. since December '71, to build a plant manufacturing synthetic natural gas using naphtha and propane. However, the plant won't be producing until 1973. Cost \$25,000,000!

Natural gas from Alaska won't be available until certain legalities are resolved.

The causes, therefore, are economic, statutory, and governmental in nature.

They are, therefore, susceptible of solution, at the very least, substantial improvement, with government help.

Government leasing, for off-shore drilling, would make gas available both for intra and inter-state sales, with no advantage to either.

Senate Bill 2467 won't change existing contracts, but will provide a "Sanctity of Contract" clause for new ones.

It also gives the F.P.C. a maximum of nine months to deny, change or approve new contracts providing greater financial stability to producers and encouraging more capital outlay necessary to bring supplies up to demand.

It provides assurances to producers that after contract approval by F.P.C. the commission cannot disturb prices, quantities to be delivered, time to be delivered, or term of contract, thus eliminating long term risks.

In my humble opinion, passage of S. 2467 should be accelerated. Time is of the essence. We can no longer "put it off until tomorrow," because, too soon and too late, we find that tomorrow has become yesterday.

Local 1245 Salutes its San Francisco



Line Subforeman Carl Brown, (left) and Bill Marsh are shown working in conjunction with the two men on the pole shown in the photo on the left.



This excellent view of San Francisco shows the residential downtown. Nature's airconditioning (fog) has already had its view and will soon engulf the entire city. Imagine the man to build this city and the workmen it takes to keep it going.

This picture of Lineman Arie Smith, left, and Line Subforeman Earl Kelly should dispel the rumor that there is no "overhead" work in San Francisco.



Shop Steward Fred Moureu, truck driver in the Transportation Dept., is shown making a delivery near the Civic Center.



This photo shows Shop Steward Frank Comolli, Relief Senior Control Operator at Hunters Point Power Plant, at the controls.



The constant flow of gas to the homes and offices is the daily task of these men. Shown above from left to right are: Rick Lutz, Fitter, Advisory Councilman Jay Burton, Lt. Crew Foreman and Barry Wilson, Equipment Operator.

San Francisco . . . The City . . . the Cosmopolitan Bay . . . the Greatest City in the World—these are words used to describe the working area of many of our men. "San Francisco, open your Golden Gates," as the song goes, means many things to many people. To some it's a place to come and enjoy the many exciting historic sites to offer. To some executives it is another place to prefer them. To some people it is just a place to live and work. To many less fortunate people it is a place to survive.

Speaking of a place to work, can you imagine driving across the Oakland Bay Bridge at night with the shops and restaurants in the city tied up with the electric buses gone dead? It's not like this, and we really don't have to be because the men employed by PG&E, are on the job making things turn and "progress" turn.

When we drive into San Francisco or any big city, the workingman and his contribution to the city is driving, the road he is driving on, the traffic lights, the office machines and computers which make it possible because somebody, people with families, are making it all go. We are going to pay tribute to our men and workers by showing a few pictures of our members.

San Francisco is a large Division and it is a large portion of the people. We will pick some pictures from a section of the Division showing some members and headquarters.



If you live in San Francisco, that little grey gas meter on the side of your house probably went through the expert hands of these men in the Gas Meter Shop.



John Lavaysse, Shop Steward at the Materials Facility-Potrero Service Center, is shown filling out a materials requisition order.



The maze of wires under the streets of San Francisco are a common sight to Ron Fitzsimmons, Shop Steward-Underground.



Local 1245's San Francisco Joint Grievance Committee members are shown above. From left to right are: Quadros, Bus. Rep., Elnona Walker, J.C.

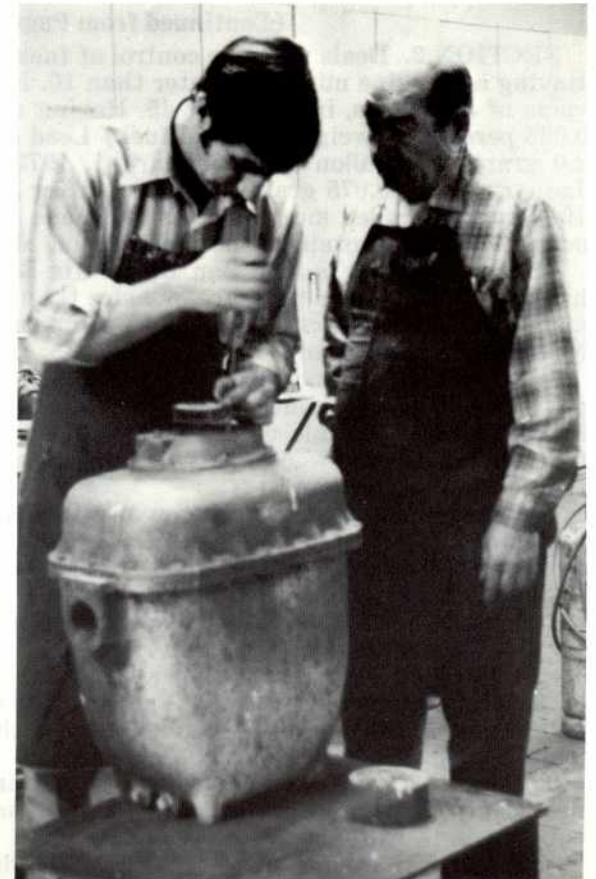
San Francisco Division Members



o shows the residential area as well as the skyscrapers (fog) has already hidden the Golden Gate Bridge from city. Imagine the millions of manhours of work it took t takes to keep it going.



Who said Lt. Crew Foremen don't work? Jim Habeeb, left, is living proof as he is shown working with Tom Dudley, helper.



This photo shows Meter Repairman Jerry Riebeling, left, working with a large gas meter as Shop Steward Art Bates looks on.

... the Cosmopolitan City ... the City by the the World—these are some of the many terms g area of many of our Local 1245 members. Golden Gates," as the words to the famous to many people. To the tourist it is a call to exciting historic sites that San Francisco has it is another place their company has trans- it is just a place to live and to others it is a many less fortunate, it is a place to exist or

k, can you imagine driving in "the City" from idge at night with no lights to guide you? and restaurants in total darkness; the traffic es gone dead? It's hard to imagine something i have to because the members of Local 1245, the job making the wheels of the generators

ancisco or any big city, we rarely think about tribution to the total picture. The car he is ing on, the traffic signals, the tall buildings id computers whirring inside, were and are eople with families and feelings, is working ig to pay tribute in this issue to some of these tures of our members on the job.

vision and it is impossible to show even a small ill pick some pictures which will be a cross- some members in the different departments



Shown above are Ray Furter, left, and Roger Rynearson. Both are Machinists and Shop Stewards at Hunters Point Power Plant.



Clyde Weddle, left, and Ray Pena are shown working at the Potrero Service Center Materials Facility.



San Francisco Joint Grievance Committee members from left to right are: Charles Germer, Frank Elnona Walker, Jay Burton and Roco Fera.



Joe O'Rourke, left, is shown with Bus. Rep. Frank Quadros. Joe is a Relief Pressure Operator at the San Francisco Gas Plant.



Herb Dutra, Gas Service Mechanic, is shown preparing to install a new meter.

Proposition No. 9 Analyzed

(Continued from Page One)

SECTION 2. Deals with the control of fuels. Prohibits sale of motor fuel: Having a Bromine number greater than 10. Having a sum of Bromine, plus value of aromatics, in excess of 45. Having a sulphur content in excess of 0.035 percent by weight. (Diesel fuel.) **Lead content** may not be more than 2.0 grams per gallon after January 1, 1973; 1.0 grams per gallon after January, 1975; 0.075 grams per gallon after July 1, 1976. After January 1, 1973 every retailer must offer at least one grade of gasoline rated at 90 octane or less, containing not more than .075 grams of lead per gallon.

In the Los Angeles and San Diego Air Basins, no gasoline can be sold having a "Reid vapor pressure of more than 9 pounds per square inch" at any time. This restriction applies to the entire state between May 30 and November 1 each year.

What do these standards mean? Will more fuel be required due to less power? Will more pollution be caused than is alleviated? Are such fuels technologically possible within the times specified? Do the voters in California know the answer to these questions? Do the drafters of the initiative know the answers?

State Air Resources Boards, or any local or regional board, or governmental entity may adopt or prescribe more stringent standards for any motor vehicle components or fuels, than those specified by State law.

Thus, within Los Angeles County, more than 60 different sets of standards are possible. Neither a vehicle owner nor a fuel manufacturer could possibly be expected to meet all of them.

SECTION 3. Prohibits any person from operating any source capable of emitting air contaminants if he has received four or more variances under the Health and Safety Code during the past five years, unless he installs approved protective equipment.

This will require the shut-down of all installations, no matter how necessary to health, convenience or economy, even if no "protective" equipment is available.

SECTION 4. Defines a "variance" as the discharge of a pollutant for a period of only one or more hours. Variances cannot continue for more than three months. Thus, under Section 3, an industry could be closed down within a year.

SECTION 5. Any Air Pollution Control District may require any person who operates a source capable of emitting air contaminants to install a sealed monitoring device capable of measuring and recording contaminants from any source.

This section applies equally to heating units for homes, pool heaters, factories, power plants, and as drafted, vehicles and heavy equipment.

If such a recording device is available, it would have to simultaneously record particulate matter, ozone, sulphur oxides, nitrogen oxides, mercury, carbon monoxide, carbon dioxide, and numerous other chemical compounds. The law, as drafted, is broad enough to cover all sources and all pollutants. Such monitoring devices as are available are limited in scope and highly expensive.

SECTION 6. This section has the greatest potential threat to constitutional guarantees and to the general health and welfare.

Any air pollution control officer in any air pollution control district is directed to immediately order the shut down of all businesses, factories, or plants operating under a variance, or any single source of air contaminants within any business, factory or plant being operated under a variance if:

- A. State air quality standards for any one pollutant are exceeded.
- B. Conditions for a "First Stage Pollution Alert" exist.

A comparison of State Air Quality Standards, under the initiative, with those now pertaining to Los Angeles County for smog alerts follows:

CONTAMINANT	INITIATIVE	LOS ANGELES
Ozone	.10 parts per million for 1 hr. for 3 successive days or for 7 days in the past 90 days, or	.35 parts per mil.
Carbon Monoxide	20 parts per million for 8 hours, or	40 parts per mil.
Nitrogen Oxides	.25 parts per million for 1 hour	1.5 parts per mil.

A "first stage pollution alert" occurs when any one of the pollutants exceeds the following values—or when declared by the district:

Ozone	.50 parts per million
Carbon Monoxide	100 parts per million
Nitrogen Oxides	3.0 parts per million

The State Air Resources Board may provide more stringent air quality standards.

Under Section 6, no injunction or restraining order may be issued to prevent the air pollution control officer from issuing a shut down order. This interferes with the Constitutional independence of the courts and their inherent power to restrain the wrongful or capricious acts of appointed public officials.

In addition to the above denial of due process, Section 6 provides that "No one has the right to a hearing to determine the propriety of the issuance of a shut down order." This provision is unique in American law and strikes at the heart of Constitutional guarantees contained in the 5th, 7th and 14th Amendments.

Every person is entitled to substantive and procedural due process and the right to be heard. But if this initiative becomes law, the loss of income, convenience, profits, and property rights, together with the health hazards involved must be endured by the public without even a hearing to determine whether dangerous conditions exist, or that the particular business, factory, or plant is in fact contributing to the condition.

The law would leave the air pollution control officer no discretion. He must immediately shut down all industry including electrical power plants.

SECTION 7. Provides for class action suits to enjoin violations of the Health and Safety Code as amended by the initiative.

SECTION 8. Provides for fines equal to .4% of the previous year's gross income upon any person found guilty of violating any air pollution provision.

SECTION 9. Provides for public access to records of Air Pollution Control Districts.

SECTION 10. Conflict of interest. This section is so broad that any person who owns almost any share of industrial stock would be barred from serving in any capacity on an Air Pollution Control Board.

SECTION 11. Provides for the revocation of licenses of dealers, transporters and manufacturers of motor vehicles upon a showing that they have sold a motor vehicle which is in violation of certain sections of the Health and Safety or vehicle codes.

SECTION 12. Prohibits future leasing, drilling or exploration for oil, gas or other hydrocarbons, in tidelands or submerged lands (out to 3 miles) and on shore within one mile of mean high tide. Permits a suit for injunction or mandamus by any interested person.

This means that, in spite of the nationwide shortage of oil and gas, and the particular shortage of low polluting gas in California, these resources cannot be extracted. The nation and California will be forced to import additional oil and gas to the same degree that resource development in California is curtailed.

SECTION 13. Whenever, as determined by the commission, any operation conducted under lease issued pursuant to this Chapter constitutes an ultrahazardous activity, such operation shall cease upon order of the commission and shall not commence until such time as the commission determines that the operation no longer constitutes an ultrahazardous activity. As used in this Section, "Ultrahazardous activity" mean an activity which poses an imminent threat to the health, safety, and welfare of the public, including, but not limited to, substantial damage or destruction to lands and marine and coastal wildlife and pollution of state waters by the escape of oil or gas.

SECTIONS 14 and 15. These are additional "Conflict of interest" provisions similar to Section 10.

SECTION 16. This is the most insidious provision in the entire "Clean Environment" initiative.

"It shall be unlawful for any person to manufacture or construct an electric generating plant which is powered by atomic energy from nuclear fission during the five year period succeeding the effective date of this section." (Emphasis added).

The United States is now in the throes of an energy crisis. Of the "fossil" fuels, which are converted into energy, coal is by far the most plentiful, and causes the most pollution. It must be extracted at the expense of stripmined land and acid streams.

Oil, especially low sulphur-content oil, is in very short supply in the United States, and all known domestic reserves of natural gas could be burned within only five years. We are becoming increasingly dependent upon foreign imports which can be interrupted by international complications and bring our industries to a halt.

A large percentage of the total energy used in the United States is converted into electricity, principally through the burning of coal, oil, gas or water power. Approximately two percent of our electrical power is now generated by nuclear power plants which are safe and do not pollute the air.

The energy crisis is expected to worsen. In a report issued in September, 1971 the Environmental Quality Laboratory of the California Institute of Technology, I found this interesting observation:

"... It has been suggested that the growth rate of electric power consumption must be curtailed. There is some indication that the rate of increase will, in fact, slacken. Yet, even assuming near zero population growth, a drop to one half of the present rate of growth in individual wealth, and a corresponding 50 percent reduction in the current rate of increase in power use in the next decade, U.S. consumption of electricity will still triple by 1990." (Emphasis added).

The above quotation is in accord with the testimony of hundreds of expert witnesses who have appeared before the Joint Committee on Atomic Energy and other Congressional Committees during the past two years. California's electrical energy needs will increase much faster—doubling every eight years.

Los Angeles County has refused to license even a relatively clean gas fired power plant because of the air pollution problem. The only hope for an adequate supply of cheap pollution-free electrical power is the nuclear plant with adequate devices to treat the warm water discharged.

The lead-time for planning, obtaining government approval, and building nuclear generating plants is now about seven years. The "Clean Environment Act" would add five years to this. In the 13 years required to obtain California's needed electricity, hundreds of thousands of jobs will have evaporated, additional rapid transit will be impossible and electricity will have to be rationed for home, industrial and agricultural use.

The prohibition against nuclear powered generating plants is self-defeating. Without them, there simply will not be enough power to clean our waters of waste, to recycle wastes, or to separate and remove contaminants from the air.

SECTION 17. Provides criminal penalties for a violation of the nuclear power plant provision, and also provides that any interested person may seek a writ of mandamus or injunction.

SECTIONS 17 and 18. These sections deal with Persistent Chlorinated Hydrocarbons and prohibit the manufacture, possession, purchase, sale, importation or delivery of a list of commonly used agricultural insecticides, herbicides and commercial poisons, unless a permit is issued by a State official. But no permit may be issued unless authorized by a four-fifths vote by each house of the Legislature.

(Continued on Page Eight)



MEMBERS'

Participation Page



Dear Fellow Members,

WOW! I would guess the economic situation among P.G.&E. employees is great. Our wage re-opener is due in July and we have averaged 4% of our Union members at our monthly unit meetings. Also it is good to know that everything is going smoothly on the job. We don't see many of the shop stewards at our meetings either.

I wonder how many of our members would spend \$10.00 a month without a care about where it goes? It seems most of you would. That is exactly what you are doing when you won't even spend four hours a month at a Union meeting to find out what Local 1245 is doing with your money. Maybe they are buying recreation land for the Business Reps to retire on, or maybe they are financing the Frog Jump contest each year. Maybe they are trying to get a \$500.00 death benefit for your spouse or possibly they are trying to procure a legal aid service for the individual member and his family.

One of our problems with attendance at our meetings may lie with some of the wives of members. How many wives complain when their husband says he is going to the Union meeting? Encourage your husband to go. Let him know what you want from Union benefits, or the most important item to your family that you feel your Union Representatives should take to the negotiating table with the Company.

So the working wives want to stay home? Should Company employees have longer vacations? Should shift employees have better hours?—OR should we bring a Rep home for dinner once a month?

Brothers and Sisters, there is strength in numbers. Let your voices be heard, your votes counted and your signature on the attendance roster of your monthly unit meeting give guidance and backing to our Negotiating Committee, Review Committee and Grievance Committees.

Don't be one that says, "It won't make any difference if I go."

Look at what a few dedicated members have done and imagine what many can accomplish.

Fraternally,
Laurence W. Hope
5849 Soltero Dr.
San Jose, Ca. 95123

April 25, 1972
Local 1245, I.B.E.W.

Dear Fellow Members:

SENIORITY RIGHTS

We Need Them

I'm a Shop Steward of IBEW Local 1245. Time and time again I am asked, "Why did Joe get that truck before I did? I've been here twice as long as he has!" Or, "I've been here 23 years and I'm still driving heavy dump truck. Every time I got tractor B or a backhoe I'd be dumped by someone with less time with the Company but more time on the equipment. Something's wrong here!"

Something IS wrong here. And the Union should be doing something about it. Right now, our representatives are preparing negotiations with the Company about Lines of Progression. I am told that this will effectively ensure Seniority Rights in terms of promotions and demotions. This is good. It's about time.

But we have to let our representatives know what we want. We need a system where men are promoted by TIME WITH THE COMPANY, not time in a classification. Promotion by Job Seniority, not Classification Seniority, which amounts to luck and favoritism. And anybody will tell you that's the way it's usually done now.

We must have the right to earn our promotions and advances—not just be lucky enough to get them when and if they come. Earn your seniority, don't depend on anybody to give it to you!

Fraternally yours,
Mathew Callahan
501 Vermont St.
S.F., Calif. 94107

There is a Thespian Among Us



Bettie Charles, shown above, is a Local 1245 Shop Steward in PG&E's General Office. Bettie is a Clerk C in the Corporate Accounting Department of the Vice President and Comptroller's Organization. Bettie's Shop Steward activity nor her performance as a Clerk C is the topic of this article.

Many of our members have unusual hobbies or outside activities. Bettie is no exception and her interest in acting has brought her to a starring role in a play at the On Broadway in San Francisco. She played the female lead in "No One Man Show" written by local playwright Thelma Jackson Stiles.

Bettie has since been asked to audition for a local T.V. producer and director. Sister Charles has appeared in some local theatre group presentations and directed one such presentation.

Bettie enjoys this extra-curricular activity and has a real flair for acting. I visited a dress rehearsal to take the photo shown above and to see her in action. I enjoyed it very much and must say to Bettie—"break a leg in your next play." Editor's note: For those of you who are not show biz buffs and think that I am wishing Bettie ill health, "break a leg" is a way of saying good luck.

Jim J. Conway

could have won \$50.00 if he had noticed his Union membership card number in the March issue of the Utility Reporter. This month's number is as well hidden as it was last month. Don't miss out, read your Utility Reporter.

LOOK FOR YOUR CARD NUMBER



The Safety Scene

1245 Staff Attends Shoring School

Where do you send someone whom you want to be aware of shoring procedures and problems? The answer for the Northern California area would be the Shoring Safety Training Site of the American Society of Safety Engineers in Sacramento, California.

Business Manager Mitchell has enrolled his entire Staff in this school and they are in the process of attending this class. The class consists of more than just a classroom situation and demonstration. Those who are enrolled actually shore two different types of trenches and they use much of the different types of equipment available in the industry.

The emphasis is on **knowledge and safety**. Red Cass is the instructor at the school and he does an excellent job leaving "no stone unturned" in his presentation.

The Staff, in their assignments as Business Representatives, must answer questions on safety as well as being aware of the law on shoring. Many of our members are working in trenches and it will be beneficial to these members to have a "Rep" who is aware of the procedures and the law.

The class involves much physical work and for those who are not used to it, such as your editor, it means a few bruises and many sore muscles.

We suggest that those members who work in trenches contact your Shop Steward or Business Representative if you feel that your employer is violating the existing laws.



Red Cass is shown demonstrating the proper way to lift equipment.



Shown above from left to right are: Bob Storrs, Dave Reese, Red Cass, Instructor, Manny Mederos and Ken Lohre.



This photo shows most of the members of the class.

CONGRESSMAN HOLIFIELD ANALYZES "CLEAN ENVIRONMENT ACT"

(Continued from Page Six)

This ban of the only known and effective insecticides and commercial poisons now in production applies to all of California's agriculture industry and to the home garden alike.

The consequences of an insect ruined rose garden are very small. But forcing the largest and most productive agricultural area in the world to operate without insecticides for a single season would be catastrophic. It would mean economic catastrophe for the grower, his employees, his suppliers, and the financial institutions upon which they depend. It would mean hunger and prohibitively high prices to the millions of consumers of California's produce in California and throughout the nation.

California's agricultural products, one of the country's leading exports, could no longer compete on the world market or within the United States. In time, millions of acres of valuable farmland would return to desert and become eroded.

SECTIONS 19 and 20. Conflict of interest provisions providing that any persons charged with the enforcement of or execution of Section 18 shall not be **directly or indirectly** interested in **any farm**.

This prohibition would apply to all officials under the agriculture code, the Attorney General, County Prosecutors and all State and local law enforcement officers.

SECTIONS 21 and 22. These sections are usual words of art pertaining to legislation.

SECTION 23. This is another provision which is unprecedented in the American system of law. It provides: "**The Legislature may not repeal this act**, unless the effect of the action of the Legislature upon this act is to strengthen its provisions with respect to the protection of the environment."

This section would interfere with the Constitutional prerogatives of the Legislature to make the laws, and is probably unconstitutional.

SUMMARY

The people of California are being asked to vote upon a proposition which will have a lasting and drastic effect upon their own lives and the future of the State.

They are being asked to exchange their jobs, economic well-being, convenience, and some of their Constitutional rights for the false hope that this measure will bring about a clean environment.

The people should not make this choice without fully understanding the contents of the initiative. It is doubtful that the 500,000 citizens who signed the petition to place this measure on the ballot had the slightest idea as to its real contents. And since the very long initiative will have to be explained on the ballot in very terse terms, the voters will not know of its contents on election day.

The Congress has enacted the Environmental Policy Act and created the

Environmental Protection Agency to enforce that Act. The Clean Air Acts of 1967 and 1970, along with Clean Water legislation which will soon be passed, are forward-looking laws which rightly take into account the technology and availability of economic support (taxes and profits) to support an anti-pollution effort. The California Legislature has, following many hours of hearings and debate, passed numerous anti-pollution laws. These laws are very strict but also take into consideration what is possible.

The initiative was apparently drafted without the benefit of legal or scientific expertise. Its terms do not reflect the sober deliberation found in laws enacted under the legislative process.

If there in fact was deliberation, it appears to be aimed solely at the destruction of the industrial and agricultural base upon which 8,721,000 workers must depend for a livelihood. In 1971, more than 600,000 people were unemployed in California. More than 100,000 other persons had given up and dropped out of the labor force. The employment picture will not be much better in 1972.

The imposition of this ill-conceived law will, without doubt, drive most of California's business and industry out of the State or into bankruptcy. Already financially depressed County and City governments will also be bankrupted. No tax revenues would be available to retain the services of many of the 1,137,000 State and local government employees.

Stated simply, the imposition of this law would result in the greatest depression California has ever experienced.

Further, the initiative would not halt pollution. It is aimed at the source of only 15 percent of total air pollution, and ignores the cause of 85 percent—the automobile.

Little is known about the leadership or membership of the organization which originated the initiative. Whoever they are, it must be said that they are insensitive to the basic needs of those in our State who must live on fixed and low or moderate incomes.

Perhaps the members of that organization can afford the extremely high prices of food grown on organic farms. Perhaps their resources will allow them to move and seek employment in another state. And perhaps their standard of living needs no improvement. But this is not the happy lot of the many people who would bear the greatest burdens—the loss of jobs and higher prices.

No one will disagree that the problems of pollution abatement must be met head on and solved. However, we have a choice of methods. We can seek solutions within the realm of the "real world" where technology and the economy permit; or we can follow the approach of the so-called "Clean Environment Act" and strike out blindly.

Every thinking voter should reject the initiative and urge their elected and appointed officials to proceed with all possible speed on the course of reason.