



utility reporter

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



DEATH BENEFIT NOW \$1,000

The Local 1245 Executive Board has approved an increase in the Local 1245 Member Death Benefit from \$500.00 to \$1,000.00, effective December 1, 1972. The decision was made after a careful review of the experience data of the plan and the cost projection of lowered retention rates by the present carriers. No action will be required by the individual members now covered in regard to beneficiary designations, as the present certificate will be maintained with a rider to increase the benefit.

All persons not having a beneficiary card on file should fill one out and send it to the insurance carrier. These cards can be obtained by writing the Local Union office or by personal request to a member of the Business Manager's Staff.

All members should take note that when they go on leave of absence and are not paying dues through payroll deductions, they must remit dues direct to the Union office, as the insurance protection is based on their being a dues-paying member in good standing. If they wish coverage they must continue paying the non-working dues to maintain the benefit. If they are placed on withdrawal status, participation is nullified when the withdrawal is given.



Local 1245's Shop Stewards in the San Joaquin Division of PG&E attended Shop Stewards conferences in Bakersfield and Fresno on Nov. 17 and 18, 1972. Some of the participants are shown above and on page seven.

Asst. Bus. Mgr. Larry Foss, Bus. Reps. Wayne Weaver, Vern Loveall, John McManus and Grievance Committee members from Pipe Line Operations along with stewards from all over the valley were in attendance.

The main purpose of the meetings was to bring the Stewards up to date on current grievances, review the grievance procedure and improve communications between the Stewards and the Business Reps.

Proposed "Value Added Tax" worse than disease

RALEIGH, N. C.—The so-called value-added tax advocated by some Administration spokesmen "would be a cure worse than the disease." AFL-CIO Economist Arnold Cantor told a Tax Institute of America symposium here. Cantor termed the VAT "clearly regressive," and added:

"When judged from the vantage point of equity and the principle of ability to pay—terms which I consider synonymous—the VAT fails miserably."

Cantor said that while the need for an increase in federal revenue is obvious, the budgetary crises "can best be solved through policies that lead to a balanced, healthy, growing economy."

In his address, the federal tax expert said that "a consumption tax—whether called a retail sales tax, an excise, an indirect levy or a VAT—starts off with a huge, gaping loophole already built in.

"Such a tax says, simply and directly, that a certain form of income—that earmarked for savings—shall enjoy the privilege of total tax immunity.

"The tax burden, therefore, is shifted towards lower-income groups, since: (1) a smaller percentage of a smaller income is saved than of a larger income; (2) at lower-income levels a smaller percentage of any additions to income tends to be saved, and (3) at the low end of the income scale, consumption expenditures frequently exceed income."

Cantor said that last year's "business tax-cut binge" by the Nixon Administration, coupled with recession and unemployment, resulted in a

(Continued on Page Seven)

YOUR Business Manager's COLUMN PREPARE NOW FOR '73 NEGOTIATIONS

L. L. MITCHELL

If you check the red box at the top of the page you will note this issue is Volume XX No. 12 of this newspaper. This means the **Utility Reporter** has concluded 20 years of existence. It has proven itself to be one of our main sources of information to the membership as a whole, and as I check back through the file copies I find they show the history of Local 1245 in detail. The record set forth in these twenty volumes is an interesting one. It shows the expansion of our Union, the increased membership, and a continuous improvement in membership wages, benefit programs and working conditions in all areas of our jurisdiction.

Volume XX will show that we had a number of difficulties to overcome in 1972. We opened the year under wage and price controls and a confusing set of rules which were changed or altered daily. Despite this problem, we conclude this year with every membership group having gained wage and benefit improvements. Most of our bargaining was concluded without major difficulty, but the record will show we had a strike vote on three different properties and one set of negotiations was settled only after a three week strike. We would have preferred the record to show that we concluded all our negotiations without a strike, but such was not the case.

I believe the gains made in our 1972 negotiations will show up as well as those of other organizations even though some settlements were not as large as our negotiating committees or the involved membership would have preferred.

As we close our 20th volume we also find that certain interim bargaining issues have not yet been concluded. Our stickiest problem, if one must be selected, is the inability to resolve the problem of an improved health plan for the employees on the Citizens Utilities properties.

The new year, 1973, will find us hard at work on all unresolved issues. A solution to these matters must be found quickly, for we start again in March with our first full contract opening in Sierra Pacific Power Company.

In addition, 1973 will probably be another year of wage controls but with new and different rules. Most will agree that the Wage Stabilization Act will be extended beyond its April expiration date, but few will predict what changes may be effected. Whatever is done will have a bearing on general bargaining sessions.

Benefit bargaining with continuous price increases in medical and hospital premiums will be most difficult. Pension bargaining could be altered by Congressional action on

(Continued on Page Two)

... HAVE YOU MOVED?



MY NEW ADDRESS IS:

NAME _____

STREET _____

CITY _____ STATE _____ ZIP _____

RETURN TO:

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

North Bay & San Francisco combine for stewards' training



The photos above and below show some of the Local 1245 Stewards who have been participating in a combined San Francisco-North Bay Division stewards training program. The final meeting was held in San Rafael on Nov. 9, 1972.



Business Manager L. L. Mitchell is shown above as he congratulates the stewards who took part in the combined training program.



Member becomes U.S. citizen in DeSabra

On December 14, 1972, Business Representative Dean Cofer and his wife had the honor and privilege of witnessing the swearing in of Brother James Dietz as a citizen of the United States of America.

Brother Dietz, a 12 year member of Local Union 1245, immigrated from Canada in 1960. Having previously worked in San Francisco Division, Dietz is presently a Light Crew Foreman in Chico, and is a Shop Steward, member of the Gas Street Interim Negotiating Committee, and will be a welcome addition to the DeSabra Joint Grievance Committee starting in January. Jim, who was an I.B.E.W.

member in Canada prior to emigrating, has worked hard to become a naturalized citizen and had his efforts rewarded on December 14 when a Federal Court Judge in Oroville administered the Oath of Allegiance and granted him full citizenship rights.

Following the citizenship ceremony, Jim, his wife Beverly, and the Cofers went out dining and dancing in order to further commemorate the happy occasion. The event was made even more enjoyable because of the fact that Susan Cofer had just received her Associate in Arts Degree from Butte College.

What is a CLEP?

CLEP are the initials standing for the College-Level Examination Program, and CLEP may be just for what you have been waiting.

College level examinations are offered by the College Entrance Examination Board, a non-profit membership organization which is composed of more than 1,600 colleges and schools in the United States. If you are one of the millions of Americans with more education than you can certify by diplomas and school records, then CLEP can help get you the credit and the benefits that go with it.

Every month CLEP examinations in college subjects are given at conveniently located centers in every part of the United States. Anyone can register and, for nominal fees, take one or several of those examinations—either General Examinations or Subject Exam-

inations. These examinations measure factual knowledge and understanding, as well as the ability to see relationships and apply basic principles to new problems. CLEP does not grant college credit itself, but approximately 900 colleges in 50 states now offer college credit on the basis of CLEP scores. Many businesses, industries, and professional groups let you use these tests to meet their educational requirements for advancement, licensing, and admission to further training.

CLEP can help you get college credit for certain kinds of knowledge that you have acquired outside the usual formal educational channels.

Sound interesting—then write today to the College Level Entrance Examination Board, Box 592, Princeton, New Jersey 08540, for more information on CLEP.

YOUR Business Manager's COLUMN

PREPARE NOW FOR '73 NEGOTIATIONS

L. L. MITCHELL

(Continued from Page One)

funding and vesting provisions, as could hospital benefits if any legislative moves are made toward a national health program.

We have provided for development of approaches to these problems by formation of both the Benefit Committee and the Wage & Control Committee. Subcommittee meetings will begin shortly after January 1.

The Executive Board has authorized the immediate submission of all pending bargaining proposals from the units and will accept all new ones as they are made from now on. I would hope we can develop a comprehensive package and enter negotiations with a limited number of selective issues which would have a broad base of membership support. Too often our original submission is composed of too many separated issues geared to special or fractionalized groups of our membership. I don't want any proposal swept under the rug merely because it affects only a few, but I would urge all units to weigh each proposal in light of its costs, the affects on the overall and the

scope of all proposals in relation to their combination as a total package. Hopefully, the proposals will be debated and weighed on merit within the unit. Further, details of the basis for the proposals should be sent in to aid the committee in their review.

I also urge those who have not been active meeting attenders to become involved. We will need an active and informed membership this year more than ever.

In any event, I hope that when we conclude Volume XXI of the *Utility Reporter* next December we can point to a repeat of our past performances. Despite the problems we face this coming year, we do so with confidence. We have the instrument, the talent and the desire to succeed. With membership support and understanding we will not fail.

As we end this volume, I wish to thank all of you for your support and confidence this past year, and on behalf of the Staff and office force I wish all of you a happy holiday season and the best wishes for a happy and prosperous year in 1973.



the utility reporter

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New 18-year old laws have Financial impact on families

By Sidney Margolius, Consumer Expert for Utility Reporter

The lower majority-age laws enacted in about half of the states in the past two years, and being considered in most others, will affect family financial matters in some significant ways.

Most people think of these new laws chiefly as having reduced the voting age. But these laws also lower the age at which youngsters can enter into contracts to 18 from the present 21 (in most cases), including contracts to buy cars and make other costly purchases.

In some states, the new laws also reduce to 18 the age that young people can marry without parental consent. This change affects mostly boys but in some states girls too.

The present alcohol-purchase age which has been 21 in most states also has been reduced to 18 or at least 19 in over one-third of the states. Several states that recently reduced the majority age for voting and for entering into contracts still withheld the right to buy beer and liquor under 21. Now authorities are worried that 16- and 17-year olds will try to pass as 18 just as 19- and 20-year olds often passed as 21 under the old laws.

Like the lower drinking ages, some of the other new "rights" may seem less than beneficial to many parents. In several states—Michigan, West Virginia and New Jersey, for example—18-year olds now can bet at racetracks.

But the most far-reaching and financially risky of the new

"rights" for 18-year olds is the right to enter into contracts. Even under the age-21 laws, young people often have been the main victims of high-pressure used-car dealers. One state official who is very concerned about the financial problems that can flow from the new laws is Joseph Marciano, Chief of the Division of Consumer Affairs of the Rhode Island Consumers' Council.

Marciano points out that the right to enter installment contracts makes it possible for youths to buy cars without having a parent sign. This opens up a new market for the car industry. But Marciano is concerned that dealers may take advantage of inexperienced young buyers by trying to sell them cars in poor condition or more expensive than they can afford.

Lane Breidenstein, President of the Detroit Better Business Bureau, also has warned that in states where youngsters under 21 are now legally responsible for their purchases, they and their families need to realize their responsibilities.

"When you sign your name on the dotted line, you are legally binding yourself to meet all the terms of the contract," warns Breidenstein. "It is important you know the full amount your purchase will cost; how much you must pay each month, and what can happen if you fail to make a monthly payment."

Once signed, a contract cannot be changed or cancelled unless the

other party agrees.

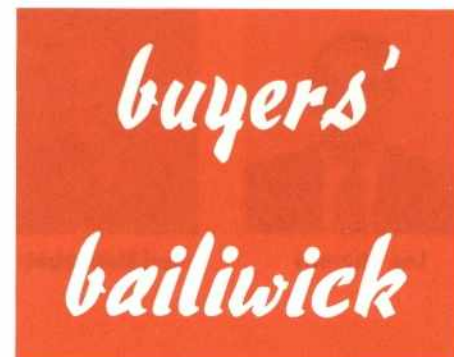
What can happen in case of failure to meet payments, of course, is that the car will be repossessed and the unfortunate young buyer may also be liable for a deficiency judgment for the difference between what he owes and the small amounts that the finance company may recover on re-selling the car.

Youngsters buying cars, and many oldsters too, should realize that "as is" in a contract means that the buyer has no guarantee that what he purchases will work. What you see is what you get, the Detroit BBB warns. Even the word "guaranteed" means nothing when used by itself. A contract should specify in writing exactly what is guaranteed and for how long.

Marciano's concerns about contracts in relation to inexperienced buyers does not mean that he is against the lower majority age laws. But he does feel that consumer education in the schools now is needed more urgently than ever to teach young people their new rights and responsibilities.

One safeguard is that banks and other reputable lenders are going slow on granting credit to youngsters without a parent's endorsement, even in states where 18-year olds are now eligible for such transactions. Too, many young people 18 to 20 already are self-supporting and financially mature.

While families in general are getting accustomed to the new status



of 18- to 20-year olds, friction may occur where parents are reluctant to concur in children's new legal rights, Marciano observes.

Michigan Attorney General Frank J. Kelley pointed out a possible new advantage for parents from this change. Parents are now free from the financial responsibility for the contracts of children of and after age 18.

Another question raised by the new majority laws is the effect on the Gifts to Minors Acts. All states have such laws permitting parents to make gifts to children of securities (or cash, too, in most states) while retaining control over the account until the child is 21. The advantage of such simple trusts is that the parent saves taxes since the income from the trust is taxable to the child.

Now banks handling trusts are wondering whether the lower-majority age laws are retroactive, thereby making 18-, 19- and 20-year olds eligible to receive funds their parents originally expected would be held in trust until 21. Marciano himself feels that a parent who set up a trust under the old laws should have the right to expect that the money will remain in trust until the child reaches 21.

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How to buy a battery if yours conks out in the cold

By Sidney Margolius, Consumer Expert for Utility Reporter

Battery failures are the leading cause of service calls, according to the AAA. Failures occur most often in midwinter, which is just about now.

Sometimes the battery only needs recharging. In fact, one manufacturer reported, sometimes good batteries are replaced needlessly because car owners don't realize they can be recharged. It doesn't pay to delay recharging a weak battery. It will wear out faster than one kept fully charged. Home battery chargers are useful for keeping a battery fully charged.

Before you buy a new battery, have a serviceman make sure that ground connections and cables on your present battery are in good condition.

If you do need a new battery, it pays to buy at least a medium-duty grade, which is the equivalent of original-equipment quality. In fact, if you do much stop-and-go driving, much over-the-road driving (which results in over charging), or live in a very cold area, a heavy-duty battery may be desirable. Otherwise, a medium-duty battery may be satisfactory enough. The capacity difference between light and

medium-duty grades is greater than that between medium and heavy.

The way to shop batteries is to compare the ampere-hour rating, and the cold-start or "zero crank power" rating, as some sellers call it, of various brands. Thus, depending on the type of battery you need, light-duty 12-volt batteries may have 20-year ampere ratings of 36 to 45 amperes; medium-duty batteries, from 53 to 60, and heavy-duty batteries, 65 to 72.

The S.A.E. cold-start rating (as established by tests designed by the Society of Automotive Engineers) indicated the battery's ability to perform in cold weather. It shows the number of minutes the battery will deliver 150 amperes continuously at zero degrees Fahrenheit, and the voltage after five seconds of discharge. Most medium-duty batteries have five-second voltage ratings of 9 to 9.5. Heavy-duty batteries usually have ratings of 9.6 to 9.9.

Such specifications are a more dependable guide to quality than price (which may vary considerably between brands and even on the same brand), or even the length

of the guarantee.

The large mail-order companies, Sears and Ward, usually have the lowest prices on batteries but not necessarily the best guarantees. The discount department stores and auto-supply chains that have their own brand batteries are next lowest in price.

Service stations often charge about \$5 more than the chains and department stores. Their prices, however, vary considerably. In a recent survey, we found the service stations charging from \$32 to \$38 for similar 36-month batteries. **Prices at even stations of the same chain within a radius of ten miles can vary as much as \$6 on the same brand and grade of battery.**

But while service stations tend to be higher on batteries, their guarantees may be effectively better than those of the mail-order companies or discount department stores because the stations are more accessible in event of battery failure.

Battery guarantees usually are pro-rated by the number of months used. But, as in the case of tires, it makes a difference whether the replacement price will be computed

on the list price or the sales price (the price you actually paid). Of five leading service-station chains, we surveyed, four did base the exchange price on the sales price. One based it on the list price. The large mail-order chains used the current selling price as the basis.

In another respect, some of the service-station guarantees are superior to those of the mail-order houses and a number of other cut-rate sellers, in providing a longer period of full replacement if the battery fails; for example, full replacement if a battery with a 36-month guarantee fails within the first year.

This is a good guarantee. In contrast, Sears and Ward provide full replacement only in 90 days.

Actually a battery may only need rebuilding. But there are not many battery specialists who do this anymore. If you can find a rebuilder, sometimes all that may be needed is to replace a bad cell.

As a clue to whether your battery may need a charge or even replacement, observe whether your lights, including dashboard, brighten noticeably when you rev up the engine.



Lee Thomas



Red Henneberry



Mickey Harrington



Bud Gray



Tom Conwell



Jim Lydon



Jack Graves



Willie Stewart



Ver

Season's Greetings



John Stralla



Gary Singleton



Dean Cofer



Charlie Robinson



Hank Lucas



Tony Morgado



Shirley Storey



Manny Mederos



Ed Fortier



Corb Wheeler



Ken Lohre



Frank Q



Stewart



Vern Mitchell



John Wilder



Larry Foss



Mert Walters



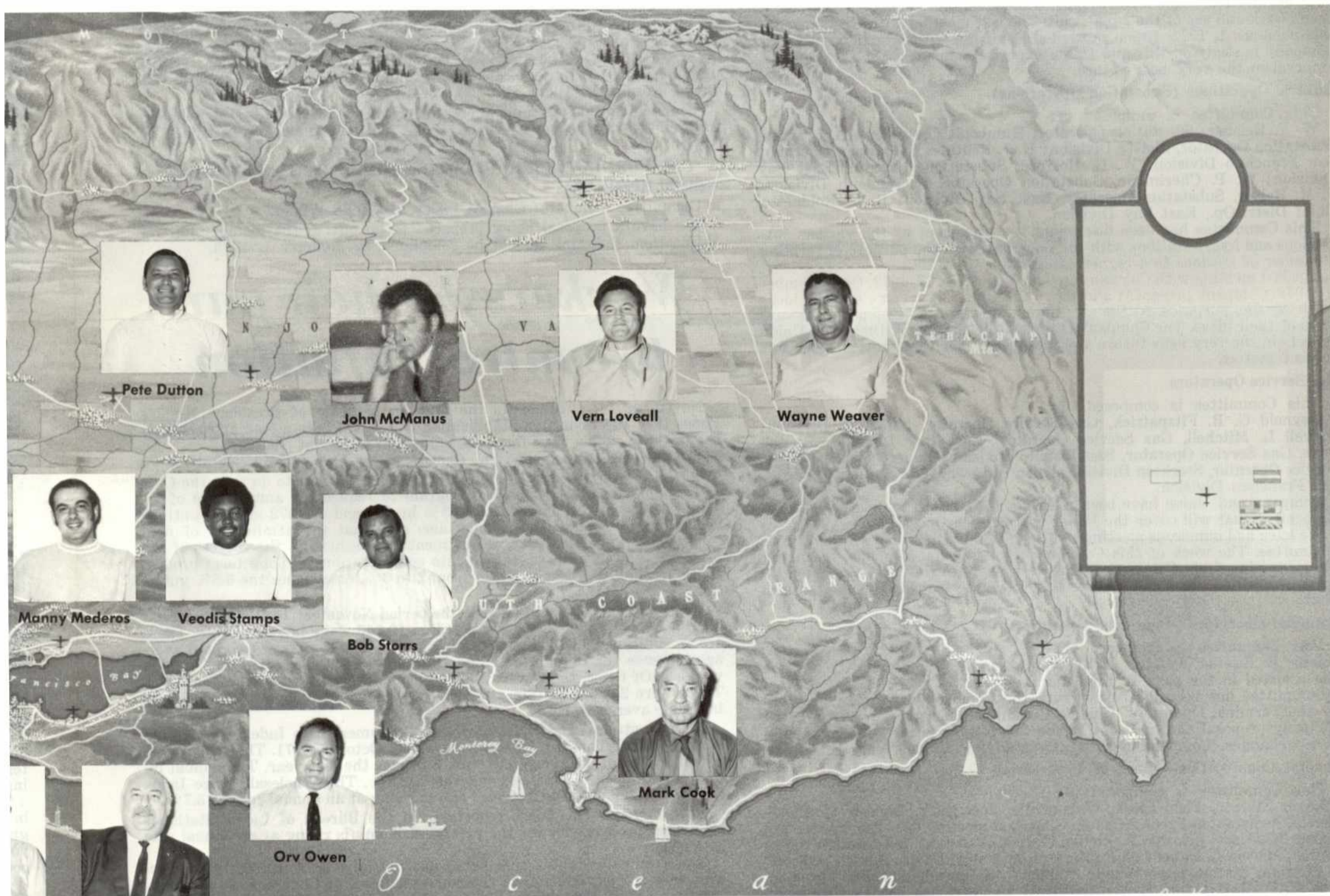
Roy Murray



Jack McNally



Dave Reese



Frank Quadros

from Local 1245

Bargaining Roundup

Editor's note: "Bargaining Roundup" is going to be a regular feature of the Utility Reporter. The purpose of the column is to inform the membership of any results of current bargaining as well as interim negotiations. We are going to run the names of the on-going committees every month, whether or not there is anything to report, and if meetings are held or progress is made there will be a report in this column.

Listed below are the committees and the members of each committee. This is done so that any member who has some ideas or information for the committee can contact the committee member at the Unit Meetings or on the job. The names of committee members will only be run once. Whenever a new committee is formed, the names will appear.

PACIFIC GAS AND ELECTRIC COMPANY

Gas Street Department

This Committee is composed of:

Mike Silva, Fitter, East Bay Division; Bruce Hughes, Line Working Foreman, San Jose Division; Warren Manley, Mechanic, San Francisco Division; James A. Coe, Line Working Foreman, Stockton Division; Don E. Bettencourt, Fitter, North Bay Division; R. J. Azevedo, Fitter, Shasta Division; J. L. Dietz, Fitter, DeSabra Division; B. J. Sendle, Apprentice Fitter, San Joaquin Division.

This Committee has been discussing with the Company the changes in Job Definitions requested by the Company before and during the 1972 wage negotiations. This involves plastic and steel service installation, plastic insert work and use of the 2-man unit. The last meeting with Company was on November 1, 1972. Union presented Company with a counter-proposal. Company is studying this and Union expects Company to send a counter-proposal in the very near future.

Electric Operations (Substation Operations)

This Committee is composed of:

W. F. Deisher, Substation Operator, Humboldt Division; W. M. Ward, Substation Operator, Shasta Division; H. J. Reuther, Substation Operator, San Francisco Division; W. G. Hosford, Substation Operator, East Bay Division; W. P. Cherimisin, Substation Operator, Sacramento Division; J. M. Heiser, Substation Operator, East Bay Division; R. L. Robinette, Chief Distr. Op., East Bay Division.

This Committee has been discussing the placement of the various substations and hydro stations with the Company with the purpose of rerating a number of stations to a higher category.

The last meeting with Company was on November 28, 1972. On November 13, 1972, Company presented a letter to the Union with some of their ideas for discussion purposes. At the meeting of the 28th, the Union put forward some of their ideas. The Company is presently considering these and Union expects in the very near future a proposal from the Company to cover this subject matter.

Gas Service Operators

This Committee is composed of:

Reynold G. B. Fitzpatrick, Gas Service Operator, San Jose Division; Darrell L. Mitchell, Gas Service Operator, East Bay Division; Russell Foxe, Gas Service Operator, San Joaquin Division; Robert J. Clukey, Gas Service Operator, Stockton Division; Allen B. Lowry, Gas Service Operator, San Francisco Division.

Company and Union have been meeting in an effort to develop a Relief Agreement that will cover the Relief Gas Service Operators.

We have had numerous meetings with our Committee and with Company's Committee. The work of this Committee is complete. The final document will be coming from Company in the very near future. The Agreement is patterned after the Relief Agreement covering substations and steam plants.

Terminal Operators—Pipe Line Operations

This Committee is composed of:

John B. Selstad, Patrick T. Sullivan, Kenneth A. Bezner. Committee was assisted in the past by Freeland P. Waltz.

Committee has been discussing with the Company a training program for the Terminal Operators. Union's Committee has gone over the latest Company proposal and has sent to the Company a letter with some suggested changes. Company is presently studying Union's proposal.

General Construction—Lines of Progression

This Committee is composed of:

Roger Stalcup, Field Clerk, Watsonville; Jocelyn Y. Dodson (formerly Clerical Assistant at Process Center. Since last meeting has been transferred to San Francisco); Kathy M. Riddle, Clerical Assistant, Sunnyvale Process Center; Marvin L. Rubendall, Equipment Mechanic, Davis; Burton D. Scott, Electrician, Station Department; Stanley J. Stensrud, Working Foreman, Gas. M. D. Harrington, Executive Board Member, has been acting in an advisory capacity from the Gas Department.

We have exchanged several proposals with Company on the various departments in P.G.&E. The development of lines of progression for General Construction is a very difficult assignment. We are expecting what we feel will be a mutually agreeable LOP for the Station Department, the Electric Overhead and Underground Departments and the Davis Shop and Warehouse Department.

We have a letter pertaining to the Field Office Operation. We will be setting up a meeting with Company in the early part of January to discuss this group.

Civil-Hydro-Gas

We have exchanged a number of proposals and will be having a meeting of this group hopefully in the early part of January. This group is a little more difficult than the others to develop.

Marysville Gas Load Center

David A. Patrick (Pressure Operator) has been into the office and we prepared a letter which we sent to P.G.&E. pertaining to the various problems at this Center. We are awaiting an answer from Company.

SIERRAPACIFIC POWER COMPANY

Consolidation of Gas and Water Department

This Committee is composed of:

Rich Melillo, Gas Serviceman; Walter Bettencourt, Working Foreman—Gas; Ronald Borgognone, Working Foreman—Water.

Met with Company on November 20, 1972, and expressed our ideas on this matter. We are awaiting answer from Company.

CITIZENS UTILITIES COMPANY OF CALIFORNIA

Benefit Committee consists of:

Mark E. Warnock, Burney; Ronald E. Shields, Elk Grove; Lynn Mort, Redding Office; Lewis A. White, Alturas.

Met with Company on December 14, 1972. Discussed the medical insurance plan. No progress, discussing possible approaches with legal and benefit consultants.

CALIFORNIA-PACIFIC UTILITIES COMPANY

Medical Insurance and Life Insurance Negotiations

Involved in these negotiations were Jack Kegg, Business Manager of Local Union 125, I.B.E.W.; Vern Edmondson, Assistant Business Manager of Local Union 357, I.B.E.W.; John Wilder, Assistant Business Manager of Local Union 1245, I.B.E.W.; John Stralla and Wayne Weaver, Business Representatives of Local Union 1245, I.B.E.W.; Charles Insley, Lassen Division; Walter Hardenbrook, Winnemucca District; and Kenneth Williams, Needles Division.

The result of negotiations is presently being voted upon by the membership of the various Local Unions. Ballot will be counted on December 27, 1972.

CALIFORNIA-PACIFIC UTILITIES COMPANY (Lassen Division)

General Negotiations

Committee members: Charles Insley and John Wilder.

We have a proposal being prepared to go out to the membership for ratification. Balloting should be completed by January 1, 1973.

Workers do their part to control Inflation

November 14, 1972 marks the first anniversary of President Nixon's Phase II of the Economic Stabilization Act. Let's take a look and see how the working people have fared during the first year of controls.

The objective or goal stated by the Nixon administration at the beginning of Phase II was to reduce the rate of inflation. In order to do this, the Cost of Living Council established a program to reduce the annual rate of increase of the cost of living to 2 to 3% by the end of 1972 and to continue reduction thereafter. The Council also said that the attainment of non-inflationary wage and salary adjustments is essential to the success of the program. The Pay Board, taking into consideration the long term productivity trend of 3% cost of living from 2 to 3%, establishes the 5.5% guideline.

Wage and Salary Controls—For the period November 14, 1971 to November 13, 1972 the Pay Board has acted on 10,146 wage increase cases. There are an additional 1,338 cases awaiting action. The combined weighted average increase for Categories I and II was 5.2%, and affected 19.8 million workers. Of these, there were 440,000 utility workers who averaged 5.3%. There were 2,088,000 state and local government employees who received increases averaging 5.6%.

Price Controls—The U.S.—all items Consumer Price Index for October stood at 126.6. This is a 3.3% increase over October, 1971. The food index, which is part of all items, has risen 5% over the last year. The annual inflation rate over the last six months is 3.7%. The Wholesale Price Index has risen 5.4% over the last year and is rising at an annual rate of 5.7%.

Productivity—The latest reports from the Bureau of Labor Statistics show that productivity for the private economy is rising at an annual rate of 4.1%.

The Economic Stabilization Act is due to expire on April 30, 1973. However, government economists and some members of Congress are now saying that controls should be extended at least through 1973. There also has been talk within the Nixon administration to lower the Pay Board Guideline from 5.5% to 4%. It seems that the Government agrees that controls are not bringing about the desired reduction in the rate of inflation; therefore want to put a tighter squeeze on the working people.

Wage increases have been controlled under the program. Productivity has shot up. As a result of this combination unit labor costs have declined. Prices have continued to rise and profits have skyrocketed.

Under these wage and price controls, labor has come out on the short end of the stick. If the Government has to cut, limit, or lay blame, they should look at business, as the working people have made their sacrifice.

San Joaquin Division Stewards Meet



Shown above are more of the stewards who attended the area stewards' meeting.

HOLIDAY SEASON DANGEROUS

(Continued from Page Eight)

Police throughout the State will be on the alert during "Danger Days" and if a suspect refuses to take a scientific test for intoxication, the proper authorities will be notified and the license will be suspended.

Once the license is suspended and if the person continues to drive, he is liable to find himself in more trouble. He will be subject to prosecution and the first offense could land him in jail for as much as six months and result in a fine of up to \$500. Later convictions, within seven years of the first one, are stiffer—one year in jail and a fine as high as \$1000.

Advice for pedestrians:

1. Cross only at corners and keep to the right in the crosswalk.
2. Cross only on proper signals and obey "Walk" and "Don't Walk" signs.
3. Cross only with a new green light.
4. Look both ways before crossing and be sure the way is clear.
5. Watch for turning cars from both the left and right.
6. Never cross or enter the roadway from between parked cars.
7. Walk on the left side of the roadway facing traffic, where there are no sidewalks.
8. If you must be out at night, carry or wear something white to help the driver see you.

Don't fall in the VAT

(Continued from Page One)

series of huge federal budget deficits. At the same time, he said, widespread taxpayer dissatisfaction with the property tax has surfaced, and the courts are questioning the constitutionality of the ways in which the nation's public schools are financed.

But, he said, "to link the critical need for reforms and improvements in the financing of education with a VAT is, to me, nothing more than an exercise in deceit of the highest order."

"Why should an increase in the federal role in financing schools justify a new tax, any more than increased outlays for rebuilding our cities, cleaning up the environment, providing health centers, or any other federal expenditure that is in the nation's interest?" Cantor asked.

"The only real issue raised by VAT is the age-old and continuing battle between those who feel that our tax structure should bow more toward encouraging capital investment as the means to growth, prosperity, and what-have-you, versus those who feel that the U.S. economy gets out of whack most frequently because of the failure of demand to keep up with our productive capabilities. On this the labor movement has traditionally taken the latter position.

"In the light of these actions, and the clearly unbalanced recovery we are currently going through," Cantor said, "the notion of any government policies—tax or otherwise—designed to reward savers and investors at the expense of less privileged citizens strikes me as totally indefensible, economically and morally."

The labor economist said even the VAT collection mechanism is "questionable," and that the list of candidates for possible exemption and exclusion grows with each study.

"For example, it would seem contrary to current federal policy—and perhaps unconstitutional—to tax state and local government purchases of goods and services.

"Will we tax religious organizations? Charitable institutions? Small businesses? And what is the 'value added' of financial institutions or life-insurance companies?

"The labor movement remains firm in its belief that the most serious issues confronting the nation are rooted in the marked differences in economic advantage and opportunity that prevail in our society," Cantor concluded.

"A tax, no matter what its name, that would in any way aggravate these differences is totally without justification."

Valley Labor Citizen

Madeline M. Turney

from East Bay, Clerical, could have won \$50.00 if she had noticed her Union membership card number in the November 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

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DON WALTHER RECEIVES IBEW LIFE SAVING AWARD

On Wednesday, December 6, 1972, Business Representative Dean Cofer, flanked by the Union members of the DeSabra Joint Grievance Committee, had the honor of presenting the I.B.E.W. Lifesaving Award to Brother Don Walther at the P.G.&E. Service Center in Chico.

Originally the award was to have been presented to Brother Walther at the Advisory Council Meeting held on November 4-5; however, due to personal commitments, Brother Walther was unable to attend this meeting. At the Advisory Council meeting Business Manager L. L. Mitchell said of Walther, "... Brother Walther is a brave individual who has performed a deed that cannot be equaled in service to mankind, the saving of another life."

Walther, a PG&E Troublemaker, received the award for his action on Sept. 25, 1970 when he saved the life of Brother Joseph Blanc. Walther and Blanc were deer hunting in a remote area of Plumas County, California, when a third hunter accidentally shot Brother Blanc.

Blanc sustained a wound in the neck which exposed his trachea.

Don Walther rendered first aid to the gaping wound, then left Blanc with the other hunter and raced three miles on foot to seek help. He located a truck which he borrowed for the next leg of his rescue mission.

He drove approximately 20 miles from that point, a fair portion of which is logging road, to Chester, California, where he notified the U.S. Forest Service who then sent a helicopter for the return trip. When they arrived at the accident scene, Walther was informed by the pilot that due to the uneven terrain he would be unable to land the aircraft. Brother Walther, not to be stopped by this turn of events, jumped from the helicopter and constructed a landing pad from nearby rocks and boulders.

With the aid of additional medical supplies brought in on the helicopter, Don Walther rendered further first aid and realized that Blanc was in danger of suffocating due to the exposed trachea, so he ordered the injured be transported on his stomach to prevent obstruction of the windpipe.

Approximately five hours after the accident Blanc was admitted to the hospital in Chester where it was decided that due to his serious condition he would be transported by air-ambulance to a hospital in Reno, Nevada.

Physicians treating Joe Blanc credited Brother Walther with saving his life.

The Business Manager, Officers and members of Local 1245 congratulate Brother Walther on being awarded the IBEW's highest honor and on his heroic actions which saved the life of his Union Brother and friend, Joseph Blanc.

Training Meeting held in Colgate-DeSabra area

A training meeting for Shop Stewards and Unit Officers in the DeSabra/Colgate area was held in Oroville on Saturday, December 16.

The agenda included training and discussion on the working Agreement, Union Bylaws and Constitution, Union history and structure, among other items.

Business Representative Dean Cofer introduced the following honored guests who attended and participated in the training program: L. L. Mitchell, Business Manager; Leland Thomas Jr., President and James MacDonald, Jr., Colgate Division Personnel Manager. One-hundred and seventy-eight thousand, and ninety-eight.

The training session was an all day meeting starting at 9 A.M. and ending at 4 P.M. with a group luncheon at noon. The main emphasis at this meeting was to have experts present the training program to the key members in the area, and in turn give them time to examine, question and discuss the information presented.

Business Representative Cofer indicated that the training meeting was very successful, and extended his thanks to the Shop Stewards, Unit Officers, and guest experts who all gave up their Saturday to attend and participate in the meeting.

The Safety Scene

Job Safety and Local 1245 Members

With the advent of automation and the intense push for greater profits on the part of management, the emphasis on more production per man hour of work is stressed. The first level of supervision, the Field Foreman, General Foreman, etc., are under terrific pressure to make their crews more efficient and more productive. It is at this point that the Safety First procedures and practices the employer claims is of primary importance in the minds of their supervisors, is too often forgotten. In order to keep the superintendent off his back and get out his quota of work orders, some first level supervisors will condone shortcuts or violations of safety first rules, as long as nothing happens.

And this is the way it will continue, until YOU decide you've had enough. It doesn't do much good to complain about the problem at a unit meeting because quite often nearly a month has elapsed after the violation and we need the information NOW. We have to have the facts—the date, time, location, persons involved, the infraction in question, witnesses, etc.—in order to take care of the problem effectively. Get these reports into the hands of the Shop Steward immediately, if one is available. If not, call your Business Representative. In any event, don't wait before getting someone to work on the problem. Remember, someone else may be injured or even killed doing the same thing that you thought was hazardous.

There is another contributing factor to an accident besides faulty equipment, negligence, and carelessness. That is the attitude of some supervisors. A few of them believe they have the powers of the Lord; that is, they can give life and take it away. A couple of them were right in this assumption, because lives were lost.

We have had lead men or subforemen tell us that after certain supervisors have been out on the job site chewing them out on some petty unit and generally making life miserable for them, they invariably take it out on the rest of the crew. They have stated they know they are wrong in doing this, but they have to let off steam somewhere. This is human nature.

You can see how this would affect the rest of the crew, starting with bitterness toward each other right on down through personal carelessness to an accident.

This problem must be handled in the same manner as the one previously mentioned; that is, through prompt and accurate reports of these incidents. It is literally impossible for your Business Representative to resolve the problem without facts. No doubt you have heard the term, "personality conflict." Well, this is what your Representative gets as an answer to your problem, if he hasn't been supplied with the facts surrounding the case.

Now that we have blasted the employer fairly well, let's move to the other side of the ledger.

It may come as a shock to you, but there are a few of our members who pay little or no attention to safety first programs, or have no interest in statistics.

Statistics have been compiled and published to show that more persons have been killed, injured, or placed in conditions that contribute to their ill health than in all the wars in history. In most cases, they didn't have to go further than 25 miles from their homes to get it. The impact of safety first, whether on the job or in the home, really doesn't hit them until they talk to a woman who has lost her husband, or has a friend or relative who is minus a leg, an arm, or an eye.

In most cases, this will make believers out of them. Remember, we are here to do the best possible job for you that we can. All we're asking for is SUPPORT and AMMUNITION.

We need reports of all accidents. If you turn in a "pink slip" to the company, you should file an accident report with your shop steward, Bus. Rep. or send it directly to Dave Reese at the Local Union Headquarters. We may be able to spot a system wide problem with a specific job function or a piece of equipment if we get the proper information. The Union is not

saying it will be able to move mountains in the area of safety, but we will certainly be more effective than when we are dealing with what appears to be one or two isolated instances. Don't assume that we "can't do anything anyway"; let us tell you what we can or can't do and why.

Shown below is a copy of the form which should be available from your Shop Steward or Business Representative.

LOCAL UNION #1245
ACCIDENT INVESTIGATION REPORT

Date of Report _____

1. Injured's Name _____ Classification _____
Years of Service _____ Years in Present Job _____ Age _____

2. Company _____ Division _____
Department _____

3. Crew (Names & Classifications) _____
Name & Classification of Immediate Supervisor _____

4. Date of Injury _____ Location _____
Shift & Time of Injury _____ Weather _____

5. Job Assignment at Time of Injury _____
Description of Accident (Be Specific) _____
Cause: What unsafe condition and/or procedure led to the accident? _____
What has been done to prevent a recurrence of similar accidents? _____

6. Extent of Injury (burn, cut, broken bone, etc.) _____
Treatment: First Aid _____ Doctor _____ Hospitalized _____
Time Lost: No. _____ Days (if not known, estimate) _____
Permanent Injury: Partial _____ Total _____ Fatal _____
(If partial or total impairment, give extent) _____

7. Report Made By _____ Title _____

3772/ep

Holiday Season Dangerous for all

Holiday parties, preoccupation with Christmas shopping, longer hours and the ever-present possibility of fog or rain mark the period through New Year's Day as Danger Days.

To keep accidents to a minimum, observe the following recommendations.

1. If you plan to attend holiday parties—and if you plan to drink at these parties—make plans to have someone else drive you home.
2. Keep auto windows clean and the view unobstructed.
3. Maintain and clean head and tail lights so they can give light when needed.
4. Be patient in heavy traffic.
5. Leave for your destination early enough to allow for delays.
6. Don't follow the car ahead too closely.
7. Avoid changing lanes except when necessary.
8. Watch the cars ahead and behind you.
9. Always be on the alert for pedestrians and cars entering the roadway from side streets and parking areas.

Drunk driving arrests traditionally soar in December and because of the "implied consent" law, license suspensions could increase.

The law says that a motorist must submit to a chemical test for intoxication when requested to do so by a police officer who has reasonable cause to believe the driver was driving while drunk.

If the suspect refuses, even though he's later acquitted of drunken driving, his license could still be suspended.

Conviction of drunken driving carries other penalties. For example, on a first offense it could run \$500 and six months in jail, while a second offense maximum is twice as high, and there is a minimum five-day sentence.

With injury involved, it is a felony.

(Continued on Page Seven)

Help! We need info

We are presently investigating cellon treated poles and we need information from our members in the field. We are seeking reports on your experience with these poles after they have been in the ground for awhile. We need info on the hardness of the cellon treated poles and whether or not there are large cracks. We need reports of "kickout" incidents, even if no injury was involved. Pictures of poles with large or "potentially dangerous" cracks would be appreciated. If you don't have a form such as the one appearing on this page, just a plain letter with the same information will do.