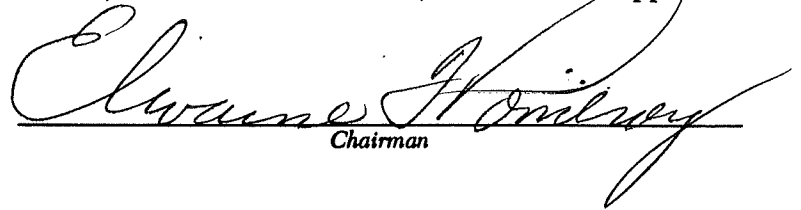


Held in Room 519 S, at the Statehouse at 10:00 a. ~~m~~^p~~xx~~, on February 12, 19 79.

All members were present except: Senators Burke, Gaar, Hein and Mulich

The next meeting of the Committee will be held at 12:00 ~~a~~^p~~m~~, on February 12, 19 79.

~~These minutes of the meeting held on xxxxxxxxxxxxxxxxxxxxxxxxxx 19 xx were considered, corrected and approved.~~



Chairman

The conferees appearing before the Committee were:

- Senator Ross O. Doyen
- Roger Nelson - Jamestown, Kansas
- Senator Larry Rogers
- L. M. Cornish - Ks. Assoc. of Property & Casualty Insurance Companies, Inc.
- John K. Blythe - Kansas Farm Bureau
- Don Likes - Kansas Livestock Association
- William R. Kauffman - State Board of Regents
- Milton Myers - Wichita State University
- James Denney - University of Kansas
- Carl Miller - The Kansas Power and Light Company
- D. Wayne Zimmerman - The Electric Company Association of Kansas
- Harold Shoaf - Kansas Electric Cooperatives, Inc.
- Don Willoughby - Northern National Gas Company
- Lon Stanton - The Electric Companies Association of Kansas

Staff present:

- Art Griggs - Revisor of Statutes
- Jerry Stephens - Legislative Research Department
- Wayne Morris - Legislative Research Department

Senate Bill No. 179 - Livestock running at large; taking by sheriff.
The author of the bill, Senator Doyen, explained it. He stated this bill would provide procedures for the farmer to follow if livestock wanders onto his property.

Roger Nelson testified in support of the bill, and related the difficulties that he has been having for some 16 years. He passed around to the committee pictures showing hogs wandering on his property. Committee discussion with him followed.

Senator Rogers testified in support of the bill. He stated there had been problems in his area where animals were starving and then wandered off in search of food.

Bud Cornish stated the Kansas Association of Property and Casualty Insurance Companies have concerns about the bill. He stated their main concern is with lines 28, 29, and 30 of the bill.

John Blythe testified that his organization is not in favor of cattle running at large. He urged the committee to consider the stray law presently on our books.

Unless specifically noted, the individual remarks recorded herein have not been transcribed verbatim. Individual remarks as reported herein have not been submitted to the individuals appearing before the committee for editing or corrections.

CONTINUATION SHEET

Minutes of the Senate Committee on Judiciary February 12, 1979.

Don Likes of the Kansas Livestock Association testified in opposition to the bill. He stated that the bill would change liability for livestock owners. He also stated that there would be increased confusion since this bill would introduce new rules concerning liability. Committee discussion with him followed.

Senate Bill No. 188 - Jurisdiction of campus police. The author of the bill, Senator Doyen, spoke briefly in support of the bill, and introduced Bill Kauffman, who is a member of the staff of the Board of Regents. Mr. Kauffman testified in support of the bill and stated that this bill is not as broad as Senate Bill 941 which was introduced last year. He stated that campus police officers are now well trained law enforcement officers. He distributed copies of proposed amendments to the bill; a copy of his proposal is attached hereto.

Milton Myers testified in support of the bill. He distributed a copy of a letter from the Sedgwick County sheriff supporting the bill; a copy is attached. Also attached is a copy of a letter from the chief of police of Wichita.

James Denney testified in support of the bill. He stated that since presently campus officers have authority only on university property, there is duplication of effort since the city police have to take care of problems on property other than university property. Committee discussion with him followed.

Senate Bill No. 259 - Unlawful acts relating to certain utility services. The author of the bill, Senator Doyen, testified in support of the bill. Lon Stanton spoke on behalf of the Electric Companies Association of Kansas. A copy of his statement is attached hereto. Committee with him followed.

Carl Miller testified in support of the bill. He related an instance in Lawrence where the utility settled for \$17,000 for electric services over a five year period. Committee discussion with him followed.

Wayne Zimmerman testified and explained the origin of the bill. He said member companies of the association have shown interest in this matter for the first time. The drafters of the bill followed word for word an Ohio statute. He agreed that the bill would need to be cleaned up to make it apply to Kansas.

Harold Shoaf testified in support of the bill. He testified there are pamphlets on the market advising consumers different ways of stealing electricity from the utilities. A copy of one such example is attached.

CONTINUATION SHEET

Minutes of the Senate Committee on Judiciary February 12, 1979.

Don Willoughby of the Northern National Gas Company testified in support of the bill. He agreed that some changes in the language of the bill is definitely needed.

The chairman reminded the committee of the working session to be held at 12:00 today.

The meeting adjourned.

These minutes were read and approved by the committee on 4-25-79.

2-12-79

GUESTS

SENATE JUDICIARY COMMITTEE

| NAME | ADDRESS | ORGANIZATION |
|---------------------|----------------|-----------------------------------|
| Roger Nelson | Jamestown, Mo. | |
| hon Stan Jean | Topeka | KPL |
| Larry Pottus | Kansas City | KCPHL |
| Carl Miller | Topeka | KPL |
| Ross Doyen | Concordia | Senate |
| D. WAYNE ZIMMERMAN | TOPEKA | THE ELECTRIC CO. ASSOC. OF KE. |
| Nancy May | Topeka | KEP |
| Fred Nelson | Jamestown | |
| Mrs Fred Nelson | Jamestown | |
| Mrs Roger Nelson | Jamestown, Mo. | |
| Bill Liper | Topeka | KLA |
| John S. Miller | Topeka | Committee of Women Organizations |
| John W. Wainwright | Topeka | NRG |
| Jerry Cornish | Wichita | KCEE |
| L.M. CORNISH | Topeka | 16 corner of 2nd & 6th |
| Bob Phillips | Topeka | KEC |
| John K. Blythe | Manhattan | K.F.B. |
| James Deming | Kansas City | University of Kansas |
| Mike Thomas | Lawrence | University of Kansas |
| Sen. Larry Rogers | Wamego | Senate |
| Max Moses | Topeka | KCDAB |
| Jimmie Werny | Lawrence | WDK |
| Milton Meyer | Wichita | Wichita State Univ. |
| Bill Kaufman | Topeka | Board of Regents |

Board of Regents - State of Kansas



Suite 1416 Merchants National Bank Tower
Topeka, Kansas 66612 (913) 296-3421

February 13, 1979

The Honorable Elwaine F. Pomeroy
Senator - 18th District
Statehouse - 143-N
Topeka, KS 66612

Re: Senate Bill No. 188

Dear Senator Pomeroy:

Enclosed are copies of the remarks of Mr. James Denney, the Director of Police for the University of Kansas, in support of Senate Bill No. 188. Additionally, Mr. Denney has also provided maps of the University of Kansas and the University of Kansas School of Medicine and Hospital so that his remarks will have more meaning when the Senators are able to view the situation described therein.

I appreciate the opportunity to testify before your Committee in favor of Senate Bill No. 188 and trust that you will not hesitate to contact me should you desire any additional information relative to our proposal.

Very truly yours,

William R. Kauffman
Staff Attorney

WRK:mfd

Enclosures

February 12, 1979

KANSAS STATE SENATE JUDICIARY COMMITTEE

Mr. Chairman

Senators:

I thank you for this opportunity to speak to you concerning Senate Bill No. 188, a revision of Kansas Statute 76-726. My name is Jim Denney and I am the Director of Police at The University of Kansas with responsibilities on both the Kansas City campus and Lawrence campus. Under the current statute, campus police officers enjoy the status of peace officers only on property owned or operated by the university or college. At first glance, this situation appears to be as it should be, with university police dealing with law enforcement problems at the university, and local law enforcement personnel responsible for the surrounding area. Unfortunately, in reality, it doesn't work that way. By the very physical structure of the university campuses, university police officers are constantly being confronted by problems technically out of their jurisdiction but requiring action as police officers. On both the Lawrence and Kansas City campuses of The University of Kansas, streets and highways not owned or operated by the university pass through or run adjacent to university property. On the fringes, as well as in the heart of the campuses, are located fraternities or sororities, football stadiums or field-houses not owned or operated by the university.

What kind of problems are the university police confronted with on city streets? Within the last year on the Kansas City and Lawrence campuses, there occurred many such situations. Let me give you a few examples.

On the Kansas City campus, two automobiles going eastbound on a city street with university property on both sides stopped in the middle of that street. The drivers got out of their cars. The driver of one of the cars stood in the middle of the street and fired five shots from a handgun at the other driver and his car. None of the shots hit their mark and both drivers got back in their cars and drove away at a high rate of speed. A university police officer was on foot approximately 100 yards from the street and observed this occurrence. Under the current statute, had he been in a position to take any action, that action would have been as a citizen and not as a police officer.

Accidents involving injuries are an all too frequent occurrence on streets running through and adjacent to both the Lawrence and Kansas City campuses. University police officers are many times the closest police officers to the scene and a university police officer is the first to be notified by citizens or comes upon the scene in the course of his normal duties.

Recently, during rush hour traffic, a pedestrian was struck by an automobile on a street running through the Kansas City campus. University police observed the accident, rendered aid and directed traffic around the accident scene. As the present statute is written, university officers would be directing traffic as a citizen rather than a police officer, at least until specific assistance was requested by the city police. Keep in mind, please, that in these situations, time is of the essence and emergency actions need to be taken immediately. In all likelihood, there is not sufficient time to await that specific request for assistance.

On the Lawrence campus, a recent burglary netted \$20,000 worth of state property. The subsequent investigation occurred entirely off university property in the City of Lawrence and outside the city into Douglas County. Arrests were made in the City of Lawrence and property recovered from dwellings in the city and county. Under the present statute, it is questionable whether such actions could be taken by university police without unnecessarily involving a number of city police personnel and considerable duplication of efforts.

Many situations requiring police involvement on or at the fringes of the campus involve university-related persons or activities. Such is the case of fraternity or sorority activities, at football games, track meets, concerts, basketball games and the unfortunately resulting traffic jams.

Frequently, university police are required to direct traffic on city streets adjacent to and running through both campuses to facilitate the movement of fire equipment onto and through the campuses. Once again, is he directing traffic as a police officer or as a citizen?

When I speak of a university officer acting as a citizen, what does that really mean? We all know that a private person may arrest another citizen under certain circumstances. He can also render aid at the scene of an accident. However, when a university officer is acting as a private citizen, how does it effect his false arrest insurance, his workman's compensation, his federal life insurance, his ability to command assistance from other citizens, his authority to direct traffic, his ability to take action to prevent a dangerous situation from progressing, his personal liability and the liability of the university and the state for his action or lack of action? These are all serious questions.

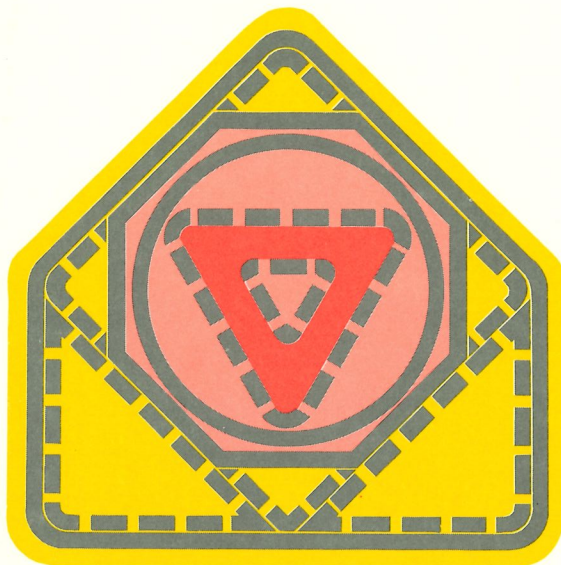
Stopgap measures have been taken to dilute at least some of these questions and problems. For the Lawrence campus, university police officers are commissioned as city police officers by the Lawrence chief of police. The Douglas county sheriff issues a special deputy commission valid only when assistance is specifically requested by the sheriff. On the Kansas City campus, the Wyandotte county sheriff has given full commissions as deputy sheriffs to selected university police officers. However, we must keep in mind that these commissions are at the pleasure of the sheriffs and the Lawrence chief of police. None of these gentlemen nor their successors are required to continue this practice. The fact that these commissions have been issued does point up that these officials must believe that they are needed for the university police to function properly in their communities. The City of Kansas City, Kansas has a city ordinance which prohibits the chief of police from issuing commissions to persons not paid by the city. I have discussed this bill with Chief Allen Myers of Kansas City, Kansas and he has expressed to me his belief that the limited expansion of authority proposed by this bill is reasonable and necessary. I have also spoken with Sheriff Donald Long of Wyandotte county concerning this bill. He is also aware of the problems we encounter and believes that these changes are well justified. Sheriff Johnson and Chief Stanwix of Douglas county also agree with the concept of this bill.

The commissioning of university officers by other officials does present problems of its own. On the Kansas City campus, an officer making an arrest for a misdemeanor violation must, if the arrest is made on the sidewalk, follow procedures of the city court and the city jail. If he makes that arrest off the curb, he must follow the procedures of the district court and book any prisoners into the county jail also following their procedures. On the other hand, if he determines that he is arresting for a felony, the officer must follow the district court and county jail procedures, no matter where he makes the arrest. This same situation exists in varying forms, I am sure, on other campuses.

The incidents and examples that I have related to you are not rare occurrences. In my experience as a uniformed university police officer, a university police detective and a university police administrator, I have encountered over and over again similar situations. The passage of legislation such as this would, in my opinion, greatly improve the operating efficiency of university police and in turn improve the service of the universities to the communities in which they are located and the citizens of this state.

I thank you again for allowing me this opportunity to speak to you and I would be happy to answer any questions you might have.

2-12-79



**The University
of Kansas
Lawrence Campus**

**Parking
and Traffic
Information**

Effective August 26, 1978
Parking Service Number : 864-3516
Emergency Number : 864-4100

Parking and Traffic Information

The vehicle registration, parking, and traffic program at the University of Kansas is designed to provide:

1. The protection of the mobility of the student and faculty pedestrian in fulfilling the class schedule itinerary.
2. Use of available parking space in the best interests of the total University.
3. The achievement of as equitable an assignment of parking privileges as possible on a basis of age, rank, length of service, and need.
4. A maximum of parking area consistent with land needs for the academic function, topography, financial feasibility, and maintenance of the natural beauty of the campus.

1. Registration of Vehicle Required

1.0 All motorized vehicles owned or used by faculty, staff, or students and operated on the property of the University of Kansas are required to be registered with the University of Kansas Parking Services Office and are required to display a current registration sticker or a parking permit which, when properly displayed on the vehicle, will negate the need for registration; and no parking privilege is authorized by registration.

1.1 Registration Stickers. Upon registration, the registrant will receive an identification sticker valid only when permanently attached as described on the sticker and displayed on the left rear bumper. Old stickers must be removed before attaching a new sticker. Motorcycle registration must be on the rear fender. On motorcycles, the new sticker may be applied over the old one.

1.2 Faculty and Staff must register vehicles before the first day of classes at the beginning of each fall semester. Faculty and staff employed later in the school year must register vehicles on the first day of employment. Forms and stickers may be obtained from the Parking Services Office.

1.3 Students. A person is considered a student if he or she is enrolled for at least one hour of credit and is considered a student as long as his or her enrollment is intact (not withdrawn or cancelled). A student must register a vehicle during his or her first enrollment and at each fall enrollment thereafter. Enrollment is considered official as of the first day of classes. If a person is employed full time by the University and enrolled in more than six hours, he or she must register as a student. If a person is employed less than full time and is enrolled as a student, he or she must register as a student.

1.4 Guests and Visitors. Persons who are not employed by the University and who are not enrolled in the University are guests of or visitors to the University.

1.5 Newly-acquired or Temporary Vehicles must be registered at the Parking Services Offices within 48 hours (excluding Saturdays, Sundays, and holidays) after assuming ownership or custody of the vehicle.

1.6 Sold or Traded Vehicles. Prior to selling or trading a vehicle all registration must be removed. (See Section 2.7).

2. Student, Faculty, and Staff Parking

2.0 The University maintains various types of parking facilities to meet the needs of faculty, staff, and students. These include regular permit lots, metered parking spaces, and toll lots. Some lots are controlled only part of the day and are otherwise open to parking without permit, and others are controlled 24 hours per day. A parking permit does **not** imply or guarantee parking space at any particular time, and parking privileges may be modified or preempted by authority of the Chancellor of the University. Since parking is limited, faculty, staff, and students should consider their needs carefully when applying for parking privileges. The University assumes no responsibility for security of vehicles or their contents while moving or parking in any area subject to University jurisdiction.

2.1 Assignment of Parking Privileges. Faculty, staff, or students may apply to the Parking and Traffic Board for parking privileges when, or after, the vehicle is registered. The applicant is responsible for checking with the Parking Services Office in person, or by telephone, for the Board's decision. No notice of the action will be sent. The Parking and Traffic Board has the right to alter or revoke permit assignments as the needs of the individual or the University community change. Falsification of any information for the purpose of obtaining a parking permit may result in the forfeiture of all parking permits and paid fees.

2.2 Appeal of Parking Assignment. Individuals who wish to appeal their parking assignments or who need special parking privileges should fill out appropriate forms provided by Parking Services. No notice of the action taken by the Parking and Traffic Board will be sent. The applicant is responsible for checking with the Parking Services Office in person or by telephone for the board's decision.

2.3 Medical and Handicapped Permits. Students, faculty, and staff with permanent or temporary health disabilities that impair their mobility may receive special parking privileges. Students may apply for health disability privileges by filling out a form available at the Student Health Center and by obtaining the recommendation of the Director of the Student Health Service. Faculty and staff may obtain the necessary form at the Parking Services Office and must have a recommendation from their family physician. Only vehicles with special permits designated "Handicapped" are allowed to park in spaces marked **handicapped**.

2.4 Parking Permit. Parking assignees will, upon payment of the scheduled fee, receive a parking permit, valid only when permanently attached to the vehicle as described on the sticker. Unless purchased and issued for a shorter period, parking permits are valid from 12:01 a.m. on the first day of classes of the fall semester and ending at the same time in the subsequent fall semester. Parking permits are either color-coded by zones or coded as to particular lots. During times when the lots are being controlled, a parking permit entitles the assignee to park only in parking zones or lots designated by the permit with the exceptions noted in these regulations. Parking permits are **not** transferable to any other person or vehicle.

2.5 Motorcycle Parking Permits. Motorcycle parking permits must be attached to the rear fender. **These permits are pressure sensitive and cannot be removed without destroying them. If they are attached to a painted portion of the motorcycle, removal may damage paint.** When stickers are so

attached, new permits may be attached over old permits. Motorcycle parking permits authorize parking only in areas marked for motorcycle parking.

2.6 Moped Parking. A moped is a motorized vehicle with an engine capacity of less than fifty (50) cubic centimeters (cc). Mopeds shall use any motorcycle or bicycle parking area on the campus. They may not be parked in any building or entrance-way to any building. Vehicles using gasoline or other flammable fuel are considered a hazard when so parked and will be issued a University violation notice and will be removed from the area.

During the hours when the central campus is closed to unnecessary vehicle traffic, mopeds will not require a campus pass to gain entry.

At no time will the moped be operated on the sidewalks or lawns of the University of Kansas. When crossing a sidewalk to gain entrance to a parking area, the moped will be walked to the parking area. Mopeds are subject to all traffic laws applying to motor vehicles.

Mopeds are required to display a current parking permit when parked on the property of the University of Kansas. Moped permits will be attached to the rear fender.

2.7 Sold or Traded Vehicles and Permits for Replacement Vehicles. Prior to selling or trading a vehicle, University of Kansas parking stickers must be removed. Persons who have purchased a parking permit for a vehicle may receive free of charge a new permit for a replacement vehicle if identifiable remnants of the original permit are presented to Parking Services. Persons unable to comply with this requirement will be required to submit a notarized statement that the original permit has been destroyed and pay a replacement fee of \$3.00.

2.8 Car Pooling. For the purpose of these regulations, a car pool is defined as the use of one vehicle at a time for the transportation of two or more persons to a parking facility at the University of Kansas by mutual consent of the parties involved.

A person desiring parking permits for two or more vehicles registered to the same person must apply for car pooling privileges. Parties to a car pool may apply to the Parking and Traffic Board for car pool parking privileges. The Parking Board may issue permits to all parties in the car pool. Such permits may reflect the highest priority of parking need for all parties in the car pool unless the parties request lower priority parking.

Each vehicle in the pool will be issued a permit identifying the vehicle as a pool car. One validation tab card will be issued to the car pool members. This tab must be displayed by suspending it from the rear view mirror on the vehicle being used at that time. This will validate the permit.

The fee charged for the pool permit will be that required for the purchase of one permit, regardless of the number of permits required for the pool. An additional charge will be assessed to cover administrative cost of forming the pool. As there is only one validation tab issued to a pool, the other vehicles are not eligible to use permit parking in the authorized area. They may use a toll facility, if needed, by paying the required toll.

2.9 Temporary and Service Permits. Temporary parking or loading permits may be assigned to faculty, staff, and students having short-term parking or loading needs upon application at the Parking Services Office. Non-University

persons with special recurring or regular parking needs must apply to the Parking Services Office for a service permit.

2.10 New employees of the University may, on presentation of written authorization by his or her department head or supervisor, receive a free courtesy parking permit valid until the expected arrival of the first paycheck, at which time the employee is required to purchase a permanent parking permit. Inquiries on this procedure should be directed to the Parking Services Office.

2.11 Lost or Stolen Parking Permits. The University cannot be responsible for lost permits. Replacement permits can only be secured by purchasing a new permit at full fee. Stolen permits can be replaced by submitting a police report of theft and a replacement fee of \$3.00.

3. Visitor Parking

3.0 When access to the central campus is limited, visitors may apply for access at any of the traffic information stations. Permission is accompanied by a visitor's pass for the visitor's vehicle which also is a limited parking permit for a regularly marked parking space.

Caution: Visitors are not exempt from payment of violation fees for parking in marked "no parking" zones, handicapped stalls, or loading zones or for overparking at meters. (See Sections 7 and 8 for violation fees and instructions for payment.) Information regarding the location of buildings and parking facilities can be obtained from the traffic information booths at the entrances to the central campus or from the Parking Services Office.

Several parking areas are specifically available for the convenience of visitors: 1) Toll lots designated X and O—40¢ per entry (authorization to park gained by toll payment expires at 7:00 a.m. the following day; vehicles with valid X and O permits are not required to pay); 2) Parking for the Natural History Museum is provided at the east curb in front of Spooner (the area is designated by a blue curb and signs)—parking of faculty, staff, or student vehicles in this area is not authorized; 3) Metered areas in R Zone and O Zone.

3.1 Stouffer Place and Alumni Place. Parking in both Stouffer Place and Alumni Place is restricted 24 hours a day. Residents of Stouffer Place are provided with identification cards for visitors which, only when placed on the left dashboard, will authorize parking of a vehicle in Stouffer Place lots.

3.2 Residence Hall Visitors. A residence hall visitor may park in the residence hall lot during controlled hours (7:00 a.m. Mondays to 12:00 noon Saturdays) for a period not to exceed one hour. Authorization for parking for a longer period may be received either from the Parking Services Office or by indicating a visiting period longer than one hour on the visitor register in the residence hall. A violation notice issued for parking in excess of one hour will be cancelled if it is submitted to the director of the residence hall immediately and if the visitor register confirms parking authorization at the time of issuance. The ticket will be forwarded by the hall director to the Parking Services Office for cancellation.

4. Special Restricted Parking Areas

4.1 Handicapped Areas. Restricted 24 hours per day.

Violators will be towed. Specific parking stalls are reserved in some lots for the physically handicapped. These stalls are marked by signs and/or alternate green and yellow striped curbs. Parking is by special permit available only for handicapped persons.

4.2 Metered Parking Spaces. Metered parking spaces, both loading and long term, are subject to the fee and time limits posted on the meter or the sign at the entrance to the metered parking area.

Violation notices for overparking will be placed on all vehicles occupying a space at which the meter indicates time expired or violation.

No vehicle, regardless of parking permit, is entitled to park free of charge at any meter.

4.3 Loading Zones. Certain areas of the campus are designated by sign as loading areas. Use of a non-metered loading area requires a special loading permit subject to the time limit on the permit. Loading areas are restricted 24 hours per day every day of the year.

4.4 Hospital Emergency Parking. Tickets received on vehicles parked for an emergency at Watkins Hospital should be taken immediately to the Hospital Office. If an appropriate hospital official recommends cancellation, the ticket will be forwarded to the Parking Services Office, and the violation will be cancelled.

5. Access to Parking Lots and Zones

5.0 The Chancellor of the University of Kansas or his designated representative is empowered to create, modify, or preempt parking in controlled areas of the campus. Any such area shall be manually controlled or posted with signs stating the type of permit or restrictions pertaining to the use of the area.

5.1 Control of Parking Lots and Zones. Signs are posted at the entrance of each parking area giving the designation, hours during which the area is controlled, and, if the area is color coded, the zone color. During hours when an area is controlled, parking is restricted to vehicles with permits which authorize parking in that area or, in toll lots and metered areas, where the toll or meter fee has been paid. Metered spaces will not be controlled between midnight and 7:00 a.m. and on weekends between noon Saturday and 7:00 a.m., Monday (excluding metered loading areas).

Lots WH (Watkins Hospital), Sprague, and Flint are restricted 24 hours per day every day of the year. Parking in these lots is by special permit only.

Lots B-1, H, L, and V, and parts of CC, D, G, and T adjacent to Danforth Chapel are restricted throughout the year from 7:00 a.m. to 5:00 p.m. Monday through Friday and 7:00 a.m. to 12:00 noon on Saturdays. At all other times these lots are open only to staff and faculty registered vehicles and to those with appropriate permits.

All other blue lots except JB (Jayhawk Boulevard) are restricted throughout the year from 7:00 a.m. to 5:00 p.m. Monday through Friday and 7:00 a.m. to 12:00 noon on Saturdays to vehicles with valid permits. JB is open on weekends, University holidays, and after 5:00 p.m. Monday through Friday.

All other red lots are restricted to vehicles with valid permits throughout the year from 7:00 a.m. to 5:00 p.m. Monday through Friday.

Brown, yellow, and green lots (except X and O) are restricted to vehicles with valid permits from 7:00 a.m. to 5:00 p.m. Monday through Friday, from the first day of classes in the fall, spring, and summer sessions, and ending with the end of the last day of the final examination period of each semester.

Lots X and O are restricted from 7:00 a.m. to 3:00 p.m. Monday through Friday, from the first day of classes in the fall, spring, and summer sessions, and ending with the end of the last day of the final examination period of each semester. Vehicles without parking permits using these lots after 3:00 p.m. and prior to 7:00 a.m. Monday through Friday will receive a violation notice for no permit if they remain in the lots after 7:00 a.m. without payment of a new toll. Payment of toll after receipt of a violation notice will **not** cancel the violation.

Residence Hall Lots are restricted 7:00 a.m. Monday to 12:00 noon Saturday, from the first day of classes in the fall, spring, and summer sessions, and ending with the last day of the final examination period of each semester.

5.2 Classes of Parking Permits, Parking Privileges. Subject to modification, the parking permit classifications and parking privileges are shown below. All zones are posted by signs showing the color code; in zones showing two or more color codes, each color area is defined by signs within the zone.

Universal Permits. Valid for all zones except handicapped spaces, loading areas, and metered areas. Access to lots within the central campus, when the campus is closed, requires a campus pass in addition to a parking permit.

Blue Zone Permits. Valid in all Blue, Brown, and Residence Hall Zones and in all zones west of Iowa Street. Access to lots within the central campus area when the campus is closed requires a campus pass in addition to a parking permit.

Red Zone Permits. Valid in all Red, Brown, and Residence Hall zones and in all zones west of Iowa Street.

Brown Zone Permits. Valid in all Brown zones and in all zones west of Iowa Street except Daisy Field Extension.

Yellow Zone Permits. Valid in all Yellow zones and in all zones west of Iowa Street except Daisy Field Extension.

Green Zone Permits. Valid in all Green zones and in all zones west of Iowa Street except Daisy Field Extension.

Residence Hall Permits. Valid only for specific residence hall lot indicated on permit with exceptions noted below.

Residence Hall Lots. Residence Hall parking permits and lots are designated as follows and serve the Residence Halls listed:

NC—North College serves GSP and Corbin. North College permits may park in zones R-2, R-3, X-1, and designated area of I, as well as North College parking lot.

AP—Alumni Place serves Battenfeld, Douthart, Grace Pearson, Miller, Pearson, Sellards, Stephenson, and Watkins. Alumni Place permits may also park in zone R-4.

DF—Daisy Field serves McCollum, Hashinger, Lewis, Ellsworth and Templin.

JR—Joseph R. Pearson.

OL—Oliver.

SP—Stouffer Place.

Daisy Field Extension Permits. Valid only for Daisy Field Extension Lot.

Sprague Apartment Permits. Valid only for Sprague Apartments lot.

Medical Permits (campus pass included). Valid in color coded zones, but **not** valid in handicapped spaces.

Handicapped Permits (campus pass included). Valid in color coded zones, and in special handicapped spaces where provided.

Motorcycle Permits. Valid only in designated motorcycle parking spaces. **Blue Permits** valid in Red motorcycle zones.

Service Permits (campus pass included). Issued to non-University persons conducting business or services on a regular basis. Valid in color zones only.

Loading Permit. Issued for non-metered loading areas at the discretion of the Parking and Traffic Board upon justification by the applicant of need for a specified period of time and location.

Courtesy Permit. This permit authorizes the holder to park in a specified zone.

Temporary Parking Permits. Temporary parking permits are issued by the Parking and Traffic Board upon justification by the applicant.

Short-Term Parking Permit (not a substitute for a regular semester parking permit): Access to parking facilities for a period of ten weeks or less; or access to parking on specific days of the week at specific times (maximum of two days per week).

Second Zone Permit: Persons who need permits for two zones for the same vehicle must pay the fee for the higher priced of the two zone permits plus the prescribed fee per semester.

WH (Watkins Hospital). Issued to Watkins Hospital personnel only.

Emeritus Permit. Parking permits and campus passes shall be furnished free of charge to emeritus faculty and retired staff members. Valid for all zones except handicapped spaces, loading areas, and metered areas.

6. Campus Pass

During the hours when traffic information stations are in operation, access to the central campus will require a campus pass which will be issued to persons who apply to the Parking and Traffic Board justifying need for access. The pass is valid only when permanently attached as described on the sticker and displayed on the left front bumper of the vehicle.

7. Violations of Parking and Traffic Regulations

7.0 Responsibility for Violations. The person, in whose name a vehicle is required to be registered at the University of Kansas by these regulations (see Section 1.0), is responsible for all violations identified with that vehicle. Visitors are responsible for certain violations (see Section 3.0).

7.1 City Violations. City of Lawrence ordinances cover specified moving violations on the University campus and specified standing or parking violations on city streets within the campus.

7.2 Overparking in area or space regulated by a parking meter. Fee: \$2.00.

7.3 Group I University Violations. Fee: \$7.50.

- 1) No parking permit or other authorization for use of parking facilities.
- 2) Parked in an area other than that authorized by the permit attached to the vehicle.
- 3) Vehicle not within marked parking stall.
- 4) Parked in an area not specifically designated for or designed as a parking area for motor vehicles (such as on grass, lawns, or in any building not designated for the repair or storage of vehicles).
- 5) Faculty, staff, or student vehicle parked in guest parking area (other than a residence hall visitor area).
- 6) Parking in a restricted area (no-parking sign or yellow curb).
- 7) Parked parallel to the street on wrong side of street or parking apron facing oncoming traffic.
- 8) Illegally parking in loading zone (no permit).
- 9) Overparking in an area or space regulated by a parking sign.

7.4 Group II University Violations. Fee: \$7.50. The Group II violation fee will be cancelled if the violation is corrected and the correction is verified by a campus officer or Parking Services personnel within seven calendar days after issuance of the violation notice.

- 10) Display of damaged or mutilated parking permit or registration sticker.
- 11) No University of Kansas registration sticker displayed.
- 12) Registration or parking permit in wrong place on vehicle.
- 13) Registration or parking permit not properly affixed to vehicle (e.g., use of tape to affix is contrary to instructions on sticker).
- 14) Failure to remove expired permits or registration stickers.

7.5 Group III University Violations. (Fee: \$25.00.) **Vehicles in Group III violations may be towed from the campus.**

- 15) Blocking drive, roadway, or legally parked vehicles.
- 16) Restricting normal flow of traffic.
- 17) Parking in designated fire lane.
- 18) Parking adjacent to fire hydrant.
- 19) Unauthorized storing of vehicle on University premises.
- 20) Illegally parking in stall designated for the handicapped.
- 21) Excessive violator (vehicle will be towed from campus and impounded)—see Section 8.4.
- 22) Illegally parking in emergency vehicle areas.
- 23) Parking in excess of 48 hours in a zone, lot, or area (residence hall lots exempted).

7.6 Group IV University Violation. Fee: \$25.00. **Vehicle may be towed.**

- 24) Display of forged or altered parking authorization stickers or permits.

8. Payment of Fees for Violations

8.0 Violation fees are payable at the fine boxes or at the Parking Services Office either in person, 8:00 a.m. to 4:00 p.m., Monday through Friday, except holidays, or by mail, payable to the University of Kansas and addressed to the Parking Services Office. Payment of the violation fee must be received or postmarked by 4:00 p.m. on the 14th calendar day (meter violations by the second calendar day) after issuance of the violation notice. **Violation notices must ac-**

company payment.

8.1 Late payment of violation fees. Late payment occurs if the fee is received or postmarked after 4:00 p.m. on the 14th calendar day (meter violations by the second calendar day) after issuance of the violation notice. Late payment of violation fees will result in the levy of an additional \$5.00 processing fee for each violation (except meter violation which is \$4.00). Late payment notices for the accumulated amount owed will be issued periodically by Parking Services Office. Payment for this billing must be made at the Parking Services Office (8:00 a.m. to 4:00 p.m. Monday through Friday) or at the Comptroller's Office if so directed by the billing notice (8:10 a.m. to 12:00 noon and 1:10 p.m. to 4:00 p.m. Monday through Friday).

8.2 Students with unpaid violation fees as of the end of any fall, spring, or summer semester will not be permitted to re-enroll, obtain or transfer records.

8.3 Faculty or staff with unpaid violation fees as of the end of a fall, spring or summer semester will lose their parking privileges.

8.4 Excessive Unpaid Violations. Excessive violations exist whenever five or more violation notices have been posted to the record of the person on whose name a vehicle is required to be registered at the University of Kansas by these regulations (see Section 1.0) and the violation fees have not been paid. **Parking any vehicle on campus property after having five or more unpaid violation notices is a violation of these regulations and subjects the vehicle to impoundment and removal from the campus.** In addition, the Parking and Traffic Board may revoke the privilege of operating a vehicle on the University campus.

8.5 Towing and Impoundment of Vehicles. Vehicles may be towed from the campus at any time if they interfere with the efficient operation of the traffic and parking on the University campus. A Group III University violation subjects a vehicle to removal from the campus and impoundment. An impounded vehicle may be recovered by obtaining from the Parking Services Office a release which will be issued only upon payment of all unpaid fees levied for violations posted to the record of the person in whose name a vehicle is required to be registered at the University of Kansas by these regulations (see Section 1.0). All charges for towing and/or storage are the responsibility of the individual.

9. Appeal of Violation Notices

9.0 The University of Kansas Parking and Traffic Court reviews violation notices when such review is requested by the person to whom the vehicle receiving the violation notice is registered. A request for review must be made at the Parking Services Office, on forms provided by that office, not later than 4:00 p.m. on the 14th calendar day after the violation notice was issued.

9.1 Should the violation notice be upheld by the Parking and Traffic Court, the citee must pay the violation fee at the Parking Services Office before 4:00 p.m. on the 14th calendar day following the decision of the Court.

9.2 Nonpayment of the violation fee, or failure to request review within this time limit, or failure to pay the fee for a violation upheld by the court, may result in prosecution of the violation by the University as a misdemeanor in the Specialized Division "A" of the courts of the 7th Judicial

District of Kansas. A finding of guilty by the Court will result in assessed court costs and a possible maximum fine of twenty-five dollars (\$25.00). K.S.A. 74-3215.

10. Permit Fees

| 10.0 Permits | Annual | Semester | Summer |
|-----------------------|--------|----------|--------|
| Universal | \$40 | \$27 | \$21 |
| Blue | 37 | 22 | 16 |
| Red | 37 | 22 | 16 |
| Brown | 37 | 22 | 16 |
| Yellow | 37 | 22 | 16 |
| Green | 33 | 20 | 15 |
| Residence Hall | 18 | 11 | 8 |
| Daisy Field Extension | 8 | | |
| Sprague Apartments | 18 | 11 | 8 |
| Medical | 35 | 22 | 16 |
| Handicapped | 0 | 0 | 0 |
| Motorcycle | | | |
| Red | 20 | 12 | 10 |
| Blue | 20 | 12 | 10 |
| Residence Hall | 17 | 10 | 8 |
| Service | 20 | | |
| Loading | — | 6 | 6 |
| Courtesy | 0 | 0 | 0 |
| Visitor | 0 | 0 | 0 |
| Temporary | — | 8 | 8 |
| Second Zone Permit | — | 6 | 6 |
| Watkins Hospital | 35 | 22 | 16 |
| Emeritus | 0 | 0 | 0 |
| Campus Pass | 5 | | |
| Car Pool | 15 | 10 | 8 |
| Mopeds | 10 | 6 | 5 |

10.1 Refunds. Refunds of fees paid for unused permits will be made only if application for refund is made at the Parking Services Office within 14 calendar days from the date of the fee payment.

11. Bicycle Regulations

11.0 Operation of Bicycles. Bicycles are subject to all traffic laws applying to motor vehicles. Bicycles are not to be ridden on lawns or sidewalks. The pedestrian has the right-of-way over bicycles as well as over motor vehicles.

11.1 Bicycle License. Display a current City of Lawrence bicycle license decal. Licenses may be purchased at the Parking Services Office or the Lawrence Police Department.

11.2 Bicycle Security. Park bicycles in racks provided for them or in the immediate area of the racks, if full. Lock all bicycles. Report stolen or lost bicycles to the University Police Department or the Lawrence Police Department. The University is not responsible for lost or stolen bicycles.

12. Statutory Authorization

K.S.A. 74-3209 through K.S.A. 74-3216 authorizes the Board of Regents to promulgate regulations for the control of parking and traffic on the University of Kansas campus and to establish misuse fees for violations of the regulations. Besides the internal misuse fees, K.S.A. 74-3215 provides for violations of the regulations to be prosecuted as misdemeanors in the Specialized Division "A" of the Courts of the 7th Judicial District of Kansas, with a maximum fine of twenty-five dollars (\$25.00).

PROPOSED AMENDMENT TO
SENATE BILL NO. 188

AN ACT concerning campus police officers; relating to powers and authority thereof; amending K.S.A. 76-726 and repealing the existing section.

Be it enacted by the Legislature of the State of Kansas:

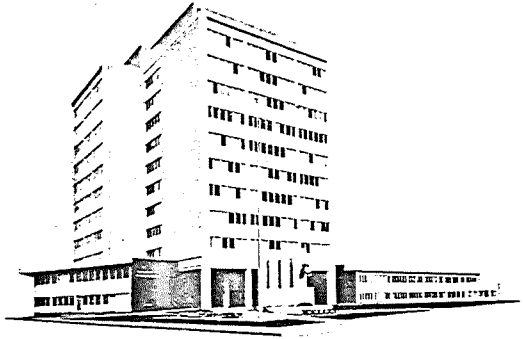
Section 1. K.S.A. 76-726 is hereby amended to read as follows: 76-726. (a) The chief executive officer of any state educational institution may employ campus police officers to aid and supplement state and local law enforcement agencies. Such campus police officers shall have the power and authority of peace and police officers on: (1) Property owned or operated by the state educational institution or by a board of trustees, an endowment association, athletic association, fraternity, or sorority or other student group associated with such institution; and (2) on the streets and highways immediately adjacent to the campus of the institution. When there is reason to believe that a violation of a state, county, or city law, ~~city-ordinance~~ ~~or county~~ resolution or ordinance has occurred on property described in subdivision (1) or (2), such officers may investigate and arrest persons for such a violation anywhere within the county where such property is located.

(b) In addition to enforcement of state, county and city laws, resolutions and ordinances, campus police officers shall enforce rules and regulations of the board of regents and rules and policies of the state educational institution, whether or not violation thereof constitutes a criminal offense. Every campus police officer shall, while on duty, wear and publicly display a badge of office, except that no such badge shall be required to be worn by any plainclothes investigator or departmental administrator, but any such person shall present proper credentials and identification when required in the performance of such officer's duties. In performance of any of the powers, duties and functions authorized by this act or any other law, campus police officers shall have the same rights, protections and immunities afforded to other peace and police officers.

Sec. 2. K.S.A. 76-726 is hereby repealed.

Sec. 3. This act shall take effect and be in force from and after its publication in the statute book.

2-12-79



COUNTY OF SEDGWICK

SHERIFF
JOHNNIE DARR
Room 255

SAM DAVISON
UNDERSHERIFF
PHONE 268-7265
LYMAN REESE
CAPTAIN OF
INVESTIGATION DIVISION
PHONE 268-7604
JOHN MONAHAN
CAPTAIN OF
ROAD PATROL DIVISION
PHONE 268-7315
BOB STRONG
CAPTAIN OF
JUDICIAL SERVICES
CHARLIE LUTKIE
CAPTAIN OF JAIL
LARRY RIEDLINGER
DIRECTOR OF CORRECTIONS
KATHLEN GRAGG
SHERIFF'S SECRETARY
PHONE 268-7264

COUNTY COURTHOUSE, WICHITA, KANSAS, 67203

February 9, 1979

Senate Committee on Judiciary
State House
Topeka, Kansas

Dear Senators:

I have been in several conferences with Chief Milt Myers, Chief of Security at Wichita State University, and am well aware of the jurisdictional problems he has there.

I personally feel that Senate Bill 188 would eliminate the problems that have existed for so many years and would be an asset both to the Sedgwick County Sheriff's Office and the Wichita Police Department for such times as we need them for support services.

I support and endorse Senate Bill 188, and appreciate your consideration in this matter.

Sincerely,

Johnnie Darr
JOHNNIE DARR, SHERIFF

THE CITY OF WICHITA



POLICE DEPARTMENT
OFFICE OF THE CHIEF OF POLICE
CITY HALL - FOURTH FLOOR
455 NORTH MAIN STREET
WICHITA, KANSAS 67202

February 9, 1979

Mr. Milton Myers
Chief of Security
Wichita State University
1845 Fairmount
Wichita, Kansas 67208

Dear Chief Myers:

I have carefully reviewed proposed Senate Bill No. 188 which extends the power and authority of state educational security to encompass areas directly associated with such institutions.

As Chief Administrator of the Wichita Police Department, I recognize the worth of this proposal as it addresses apparent needs. It should be recognized by state legislators that a somewhat unique situation exists in cities which contain significantly sized universities. The proposal addresses some of the problems inherent with this situation.

I view the bill as being of benefit to universities, law enforcement agencies, and communities at large and therefore, endorse it wholeheartedly.

Please feel free to reference my comments in support of this bill.

Sincerely,

RICHARD E. LAMUNYON
Chief of Police

REL:rs

TESTIMONY OF LON STANTON
FOR THE ELECTRIC COMPANIES ASSOCIATION OF KANSAS
ON SENATE BILL 259
BEFORE THE SENATE JUDICIARY COMMITTEE
FEBRUARY 12, 1979

Mr. Chairman and members of the committee, my name is Lon Stanton and I am testifying this morning in behalf of The Electric Companies Association of Kansas.

Nation-wide, the utility industry estimates that three to four billion dollars worth of electrical energy is being stolen each year. The figures vary from region to region. One company in the Northeast estimates its loss at two and one-half million dollars per year. Another company in the Southeast puts its annual loss at ten million dollars.

Fortunately, electric companies in Kansas are not suffering losses of this magnitude. But a problem does exist and it is our hope that passage of Senate Bill 259 would, if not reduce the number of such incidents, at least help hold down any increase.

Energy theft can be found in all segments of society and it crosses all income levels. While residential customers are responsible for many theft cases, most of the money is lost in the commercial area.

The vast majority of our customers are honest. Fewer than one percent are believed to be involved in attempts to divert service. It is, unfortunately, that honest 99 percent which must pay for that service stolen by others. Eventually the costs of these crimes find their way into the cost of electricity.

I'm sure the question has crossed your minds as to whether or not a law such as proposed by Senate Bill 259 is really necessary. And I'm sure that a good argument could be made that such crimes are already covered by present law.

We wouldn't argue with that except to say that utility service theft is one of the few crimes where virtually everyone is a victim. And, in these days of rising utility bills, caused for the most part by factors out of the control of the utility companies and their regulators, we feel that a ^{tougher} special statute would be justified since, in our opinion, it would put present and potential electricity thieves on notice that this is a serious crime and not just a prank which will be winked at.

Mr. Chairman, that concludes my testimony. Present with me today are Carl Miller of Kansas Power and Light and Larry Pettis of Kansas City Power and Light. Both of these men have done some work in the area of energy theft and together we will be happy to attempt to answer any questions you may have.

CONSUMERTRONICS CO.

YOU CAN KISS YOURSELF GOODBYE.....

UNLESS YOU STOP THE ENORMOUS INFLATION IN YOUR UTILITY BILLS. Ten years ago, how many days per year did you work for the utilities to pay for a comfortable life style? How many days are YOU NOW WORKING just to pay off the rich, big-shot energy suppliers for the privilege of a harsh existence? MISS ONE PAYMENT AND YOU AND YOUR FAMILY ARE OUT THE COLD AND DARK! ACT NOW OR BECOME ANOTHER HELPLESS VICTIM OF THE ENERGY BARONS!!

It's up to YOU ALONE! Our "energy policy" is "determined" by a confused, incompetent, corrupt, bungling, and self-serving conglomeration of over 50 bureaus, departments, agencies and committees. Four years ago, Nixon promised us "energy independence" - OPEC oil imports are now higher than ever! IT IS VERY CLEAR - ONLY YOU CAN ASSURE YOUR OWN SURVIVAL!! And don't let anyone ever tell you differently - YOU HAVE THE RIGHT TO SURVIVE!

OPEC tripled the price of oil four years ago, followed by similar hikes in ELECTRICITY and COAL. NATURAL GAS shipped intrastately is now SIX TIMES HIGHER than it was just four years ago. It is used extensively to generate electricity and for home heating. And it is likely to be decontrolled to the point that the gas company, and thus the electric company, can charge whatever the market will bear. THERE IS NO END TO THE EXORBITANT RATE INCREASES AND PHONY FUEL ADJUSTMENTS! Stop being ripped-off!

CONSUMERTRONICS CO. is here to help you. We sell publications, described in the following pages, that are designed to allow YOU to live comfortably at a price YOU can afford. We thank you for your sincere interest in saving precious energy. We share your beliefs and have developed unique, exciting, practical and relatively inexpensive methods to save substantial energy costs - to protect yourself from utility highway robbery.

All methods are widely applicable and scientifically sound, and are not based on gimmicks, secret formulas, science fiction or instant panaceas. All methods are simply, clearly and completely described and illustrated. All publications are unabridged. Each publication describes methods independent of those described by our other publications. All methods are safe when properly applied. All components are inexpensive and commonly available. We do not sell components.

NOTE: SOME PAMPHLETS CONTAIN INFORMATION THAT CAN HAVE ILLEGAL APPLICATIONS. ILLEGAL APPLICATIONS ARE CLEARLY AND COMPLETELY DESCRIBED AND ILLUSTRATED FOR EDUCATIONAL AND INFORMATIONAL PURPOSES ONLY, AND TO PREVENT ACCIDENTAL APPLICATION. WE FORBID ALL ILLEGAL APPLICATIONS.

If you are as sincerely concerned about skyrocketing energy bills and just plain survival, YOU MUST ACT NOW. You can bet that the utilities would like to put us out of business. We need your moral and financial support to continue the work we are doing. I know I'll hear from you soon. Thank you for your time and attention.

JJW:lg

Best Regards,



JOHN J. WILLIAMS, M.S.E.E.
ELECTRONIC ENGINEER/PHYSICIST PRESIDENT

PS 1: We guarantee that you will be satisfied with your purchase from us. CONSUMER-TRONICS CO. 100% REFUND GUARANTEE: If you are not satisfied with your purchase, we will cheerfully refund 100% of your purchase price if you return your order to us within 30 days from the order's postmarked date. Our total liability shall in no case exceed 100% of the price of any publication on which it is based.

PS 2: Consumertronics Co. does not buy, sell, trade or lease mailing lists. We respect your right to privacy and confidentiality.

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P. 2

Please use the handy, enclosed DISCOUNT COUPON to place your order.

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SPECIAL B: IF, AND ONLY IF, PURCHASE IS OVER \$40.
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30% OFF for orders mailed within 14 days of the postmarked date on our envelope.

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The 30% and 10% OFF Time Discounts only apply to SPECIAL A and SPECIAL B Sales (Does not apply if your order is under \$25).

Please enclose our postmark to save time.. Multiply amount under "TOTAL PAYMENT" by either 0.70 (30% OFF) or 0.90 (10% OFF) and pay new amount (See enclosed DISCOUNT COUPON). Sales are not valid after time limit - ABSOLUTELY NO EXCEPTIONS.

NOTE: PAY PROPER PRICES TO AVOID UNNECESSARY DELAYS. Your energy costs are rapidly inflating. ORDER YOUR PUBLICATIONS TODAY. Regular prices are good for 90 days, may increase thereafter. Postage/Handling: Except under Specials, USA, Canada, Puerto Rico Residents pay P/H of \$1.50 for MDVR Book and 50¢ for each pamphlet ordered. All others pay \$3.95, \$1.25, respectively. New Mexico residents must pay 4% Sales Tax. Because of extra banking charges, add 15% to TOTAL PAYMENT if payment is in check or MO not drawn in U.S. Dollars. All payments must be included with order. Sorry, no C.O.D.s or 'On Approvals'. Sometimes we're swamped and mail can be slow. Please wait four weeks for delivery.

★★ THE MDVR METHOD ★★

Consumertronics Co. has developed this legal Method of equipment operation that will typically save YOU 30 - 60% of YOUR electrical power costs by allowing you to obtain optimum efficiency, safety and versatility in YOUR operation without significant loss of performance or service. In fact, 80% reduction of power is achievable with some equipment types.

By using this Method in YOUR operation (eg Shop), YOU can also drastically reduce the risks and seriousness of equipment-related accidents by more than 50%, increase equipment versatility by more than 1,000%, and save considerably on future equipment purchases. We have invested much research, design, development and testing of our very popular and effective Method to conserve substantial electrical energy. This ingenious Method requires components commonly available from local retail outlets. Material costs for converting a 10 HP operation is about \$60. METHOD IS NOT BASED ON SOLAR, WIND, OR ANY OTHER MEANS OF ELECTRICAL GENERATION. It is applicable to all methods of electrical generation. Method can be used to control numerous pieces of equipment individually and independently, or from one central point. Method can be permanently installed or operated portably on construction sites, farms, etc. It is not based on continuous voltage range control devices, such as autotransformers, dimmer switches, potentiometers, etc.

Scientifically sound Method is completely described in our unabridged 10 Chapter MDVR Book. Actual test results (from years of actual use), and explanations, illustrations and circuit diagrams of the many, many ways YOU can use this power-stingy Method in YOUR operation, whether that be your home, business, shop, farm, site, etc. Book contains no mathematical dissertations, but is intended FOR ALL PERSONS with basic electrical know-how. Book has a comprehensive treatment of motors, and features an entire section devoted to application of the MDVR Method to FURNACES, WATER HEATERS, AIR CONDITIONERS, ETC. It is also a treasure house of important, hard-to-find electrical information. Book contains dozens of easy to use tables, graphs and fi-

★★ STOPPING POWER METERS ★★

This pamphlet contains four sure-fire methods (6 circuit diagrams) to slow and stop power meters!! Even reversing them is described!! YOU can do this while using substantial electrical energy. ABSOLUTELY NO TAMPERING OR BYPASSING OF METER OR USING ANOTHER SOURCE OF POWER IS REQUIRED. Learn the electrical principles behind KW-HR Meters, pole meters, meter creep, overload droop, etc.

This secret and astounding information could make the difference in whether YOU and YOUR FAMILY live or die in a world of extremely high energy costs. STOPPING POWER METERS, LIBERATE GAS AND WATER FLOW and TONE DEAF are recent, very popular, and highly controversial publications THAT MUST BE AT YOUR FINGERTIPS. ORDER THEM NOW! We repeat: WE CANNOT GUARANTEE THEIR LATER AVAILABILITY.

★★ LIBERATE GAS AND WATER FLOW ★★

The Method described in this pamphlet permits YOU to clean out and eliminate clogs in water, natural gas and sewer lines. No chemicals or manual mechanical devices required. Method uses a piece of equipment common to almost every home. METHOD CAN VERY EASILY BE APPLIED TO ILLEGALLY TURN BACK THE DIALS ON GAS AND WATER METERS! Much smaller billings would result, regardless of whether the pipe is partially clogged or completely free. NO TAMPERING OF METERS ARE REQUIRED! Also, learn the dirty tricks used by water utilities that can literally cost YOU \$ Thousands. Gas & water meters explained.

★★ TONE DEAF ★★

Upset over the lack of communication's secrecy? Mad because some goon is recording your every breath? We've invented a versatile tone burst encoding system that we believe is impossible to break!! Not a "scrambler" - type encipher. Invaluable for businessmen, lawyers, accountants, physicians, detectives, clergy, party liners, public phone users, estranged spouses, small towners with a lot of phone cross-talk, and those who have never trusted the phone company (with good reason!!). NOW - FOR THE FIRST TIME EVER - YOU CAN MAINTAIN THE COMPLETE PRIVACY THAT IS YOUR RIGHT!!

Pamphlet contains complete schematics for encoder & decoder. Also contains the schematic of a simple but very useful hand-held tone burst generator. Complete descriptions and illustrations of these and many other profitable and enjoyable applications that include: Remote control, data transmission, alarms, chimes, timers, taggers, music and sound effects, games, testing and troubleshooting, biomedical, automatic phone dialing, etc. ILLEGAL RED AND BLUE BOXES COMPLETELY DESCRIBED AND ILLUSTRATED, Very comprehensive, exhaustive and lengthy - 10,000 words, over a dozen schematics, many tables. All circuits built from modern, versatile and inexpensive devices.

★ VORTEX GENERATOR ★

Cool or heat home, business, etc. with just one simple device. Outputs of device provide air lower than -50° F to as high as $+130^{\circ}$ F. Device uses NO LIQUID-GAS FREON SYSTEMS. Method only entails pumping air at ambient temperature through two steel tubes in a prescribed manner - COLD AIR RESULTS AT ONE END OF THE TUBE AND HOT AIR RESULTS AT THE OTHER END!!! Pump motor is the only moving part!! We did not discover this incredible, fascinating, exciting, and little understood principle involved, but our pamphlet completely describes it with detailed construction diagrams of this simple, three port device.

★ LOADFINDER ★

We have invented a quick, simple, accurate and inexpensive Method to completely determine the internal inductive, resistive, or inductive-resistive load of any load between 0.1 and 100 amps. Also fully described is the easy determination of the CAPACITOR VALUE REQUIRED TO CORRECT FOR UNITY POWER FACTOR; REAL POWER, IMAGINARY POWER and APPARENT POWER, and the explanation of what these powers are and their impact on YOUR ELECTRIC BILL. This Method has the following very important features that make it practical for almost everyone to use:

1. No specialized equipment, such as oscilloscope, power meter, phase meter, or any exotic or expensive device is required - ONLY AN ACCURATE AC VOLTMETER AND THE FULLY DESCRIBED, SIMPLE AND INEXPENSIVE CIRCUIT FOR YOU TO BUILD (About \$15).
2. No current, DC resistance, power or voltage-current phase measurements of load are required - ONLY 3 SIMPLE, EASY AND ACCESSIBLE AC VOLTAGE MAGNITUDE MEASUREMENTS, WHILE NORMALLY OPERATING THE LOAD TO BE TESTED, at the site where the load normally operates.
3. Knowledge of calculus or complex variable theory is definitely NOT REQUIRED! THE SOLUTION TO SIMPLE HIGH SCHOOL LEVEL ALGEBRAIC EQUATIONS WILL ACCURATELY DETERMINE THE R, L, PF, C, S, P AND Q VALUES. Included are six illustrations and a completely worked out example.

YOU can easily correct for low PF (ie PHASE COMPENSATION) to save electrical costs. Method is applicable to 99% of all electrical loads found in the home, business, industrial, and commercial.

Consumertronics Co. has invented a simple, durable, inexpensive and easy to apply Method for increasing the efficiency of any wood-burning fireplace by 600+%!! Another Do-It-Yourself project to drastically cut energy costs. Materials cost about \$20. NO WELDING - NO DRILLING OF FIREPLACE - NO FIREPLACE OR CHIMNEY MODIFICATIONS ARE REQUIRED. NOT A FLUE CUT-OFF METHOD. This device is safe, portable, adjustable and removeable. It can be disassembled and easily stored - or left in permanently. THIS METHOD IS UNIQUE WITH FEATURES FOUND IN NO OTHER METHOD!!

★ SILENCE IS GOLDEN ★

GUN LOVERS!! - SCIENCE BUFFS!! - ATTENTION!!!! Curious about Silencers for Pistols, Rifles and Machine Guns? This pamphlet contains complete and detailed explanations and construction diagrams of the various types of conceptionally different types of Silencers. Construction can be performed from very common, inexpensive materials found in hardware stores. Interesting scientific principles involved. EXCEPT UNDER SPECIAL CONDITIONS (WHICH WE FULLY DESCRIBE) SILENCERS ARE ILLEGAL TO MAKE OR POSSESS. THIS INFORMATION MAY BE LIFE-SAVING TO YOU - Particularly if the United States is invaded by a foreign power. The controversial information contained in this truly exciting pamphlet is difficult to find elsewhere.

★ RIPPLED OFF ★

Line Ripple and Transients can cause induction motors and other equipment to malfunction and deteriorate, as well as electromagnetic interference to TV, radio, ignition systems, garage door openers, etc. Ripple and Transients are naturally caused and caused by man-made "noise-generators". Utilities are increasingly using ripple to remotely turn YOUR appliances OFF and ON at THEIR WHIM, and to control when and for what durations the dreaded PEAK DEMAND METERS will "spy" on YOUR useage habits. We tell you what Ripple and Transients are, the adverse effects on YOUR life and property, how utilities are RIPPING YOU OFF with ripple, and a very simple and inexpensive (less than \$10) way of forever eliminating it. No meter tampering is required. THIS PAMPHLET IS GREAT WITH STOPPING POWER METERS.

★ RUSSIAN WINTER DEAL ★

DID THE SOVIET UNION DEAL US THE WINTER OF '76 - '77?!!!!

While the U.S. and Canada groaned under its coldest winter since colonial times, the Russians "suffered" and extended growing season and a record bumper crop. Millions shivered in their homes and/or lost their jobs. Every American will pay higher food and utility costs as the direct result. Massive frost and drought damage occurred as well as the loss of top soil. LIKewise, THE SOVIETS CAN CONTROL OUR TEMPERATURES AND PRECIPITATION PATTERNS WINTER OR SUMMER.

We have, backed by what we consider to be irrefutable evidence, proof that the Soviet Union modified their weather on a grand scale. IN FACT, WE PUBLISHED THIS PROOF MONTHS PRIOR TO GOVERNMENT SCIENTISTS, WHO SHOULD KNOW, CONCEDED THAT THE RUSSIANS HAVE THE CAPABILITY TO MODIFY OUR WEATHER ON A MASSIVE SCALE - WE WERE THE FIRST TO MAKE THIS OBSERVATION. The byproduct of this massive meteorological tampering was a SIBERIAN WINTER FOR MUCH OF AMERICA. We are talking about factual EVIDENCE - not the demented ravings of a wild-eyed paranoid!!

This revealing pamphlet will tell you in vivid detail:

1. Why the Russians changed ours and their weather - the many critical reasons.
2. Exactly how they are able to make major weather modifications with global implications ANY TIME THEY WANT TO merely at the whim of the Kremlin!! Soviet Scientists have access to the original works of ONE OF THE GREATEST ENGINEERING MINDS OF ALL TIMES!! Technical details simply explained on how modern day technology permits this revolutionary and astounding accomplishment. THIS WINTER COULD EVEN BE WORSE!!
3. The official response to our many inquiries from the DIRECTOR, NATIONAL WEATHER SERVICE as well as expert opinion from a highly respected University meteorological department. These responses are printed verbatim.

★ THE MIND SAVER ★

We have invented a very simple, easy to construct and use, inexpensive and rugged Method that will permit YOU to REMOTELY ADJUST YOUR SET'S VOLUME from zero to about 100% of normal volume. Materials cost about \$15. NOT REQUIRED is the purchase of any semiconductor, tube, resistor, potentiometer, capacitor, inductor, transformer, switch, "L" or "T" pad, earphones or ear plugs. PUT AN END TO ANNOYING COMMERCIALS AND INTERRUPTIONS. This Do-It-Yourself project only requires a good voltmeter and a few common tools. No AC outlet, DC supply, or amplifier is required. Continuous fingertip control with little distortion and good impedance matching. Uses the WILLIAMS CD PRINCIPLE - absolutely scientifically sound and effective. Pamphlet has seven illustrations, and complete description of its construction and many applications.

★ ENERGY METERS/BILLS ★

This pamphlet, not exactly titled as above, is a Government publication that completely describes how to read electric and gas meters and exactly compute their bills. SIMPLE, STRAIGHTFORWARD, STEP-BY-STEP PROCEDURE FULLY DESCRIBED AND VERY EASY TO FOLLOW, with marked out examples. DON'T LET BUREAUCRACY TRIP YOU AGAIN WITH LAZY AVERAGING TECH-

"STOPPING POWER METERS"

2nd. Edition

By: John J. Williams, MSEE
President
Consumertronics Co.

STOPPING POWER METERS is divided into two distinct bodies. The first body covers watt-hour energy meters, how they work, how they are adjusted, and the errors they produce. The second body is devoted to various techniques of slowing down and stopping power meters.

This pamphlet is comprehensive, lengthy and full of valuable information. Indepth theoretical knowledge is not required to understand and utilize it. However, a very good practical electrical and electronic background and know-how is a must. It is out of the scope of the pamphlet to teach basic electronics.

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WATTHOUR METERS: There is nothing magical or sacred about watthour meters. Like any high-grade scientific instrument designed to accurately measure an electrical parameter (energy, in kilowatthours) under specific operating conditions and an ideal environment, they lose accuracy when their operating and environmental conditions are less than ideal and thru the process of aging. Watthour meters measure electrical energy consumed in a dynamic load by using the principle of the 2-Phase induction motor. IN FACT, IF THE ROTOR DISK WAS RESTRAINED, THE WATTHOUR METER BECOMES A DYNAMOMETER-TYPE POWER METER.

Essential features of watthour meters are depicted in Fig. 1. The basic elements of the single-phase meter are the stator assembly (electromagnet), the rotor assembly (includes disk), the retarding magnet(s), and the register assembly. The stator consists of a voltage (potential coil) with a compensatory winding, and two current coils. The stator is energized by the combined effects of the line voltage and load currents. Two torques acting in the same direction but 180 electrical degrees apart are generated. These sinusoidal rotor torques add to produce a resultant constant and steady torque. The first torque component results from the interaction of the useful current flux (due to load current) with the voltage-induced eddy currents in the disk, and like the induction motor, rotor speed is proportional to line frequency. The second rotor torque results from the interaction of the useful voltage flux with the current-induced eddy currents in the disk. When the power factor (PF) is unity, both torques are always in the forward direction because the current (or voltage) flux is always of the same polarity as the voltage (or current)-induced eddy currents. However, when the PF is less than unity (lag or lead), there are different instances in the cycles of each torque component when the torques are reversed corresponding to those instances in which the line voltage and current are of different polarity. Although still essentially constant, average torque is diminished. As it turns out, the disk torque will be proportional to the product of RMS voltage, RMS current, and PF (cosine of the phase angle between voltage and current). Thus, you will be billed for the real, not imaginary, power consumed. Our LOADFINDER pamphlet, among other information, explains real, imaginary and apparent power and how to make PF corrections.

To translate the disk torque into disk speed, permanent "braking" magnets must be provided, otherwise, the disk speed would increase until arrested by very low air and pivot friction. These powerful magnets generate an eddy current in the aluminum disk whenever it is moving. This eddy current provides an opposing torque because its flux opposes that of the permanent magnets. This theoretically results in one constant speed for every torque level. Thus, disk speed is then proportional to consumed real power. The register assembly consists of a gear train that connects the rotor worm gear to the ganged dials in the meter's faceplate. Three-phase, three-wire systems require two single-phase meters or one meter with two independent rotors. Four-wire polyphase systems usually require three single-phase meters. For a PF less than 0.5, one meter will always run BACKWARDS! Unless it is known for certain that PF is less than 0.5, the true energy reading cannot be accurately determined.

WATTHOUR METER CALIBRATIONS AND COMPENSATION: To maintain accuracy, watthour meters must be calibrated almost annually. Utilities usually limit this recalibration to: 1) Full-Load Adjustment. 2) Light-Load Adjustment. 3) Lag Adjustment.

1) FULL-LOAD ADJUSTMENT: The Full-Load Adjustment rating of most home and small business meters is 5 or 15 amps, printed on meter face. At a loss of some accuracy, most modern meters are capable of measuring energies of up to 600% Full-Load Rating. This adjustment is made at full load and unity PF. It is done by assuring that the braking magnets are of suitable strength.

Then, by carefully varying their positions, from the disk or by adjusting the positions of the magnetatic shunts that lie between their pole faces and the disk, by turning the adjustment wheel that has an "F" and "S" on it until disk speed is accurately set. NOTE: In many cases the "S" direction speeds the meter up while the "F" direction slows it down. This opposite notation is designed to fool and penalize meter tamperers. This is the main adjustment that the utility will make when either you or it is concerned about the meter's accuracy.

2) LIGHT-LOAD ADJUSTMENT: Under light loads (10% of Full Load), meter performance becomes non-linear. This results from friction, lack of linearity in the generation of driving torque as a function of load current, and the presence of torques due to the potential flux acting alone caused by the lack of symmetry of the stator with respect to the disk. Uncompensated, meters usually overregister under light loads. However, due to voltage coil flux irregularities, it has not been uncommon for meters to run backwards under light loads. Slots and holes have been put in the disks of modern meters to prevent the disk from moving at all under very light loads (less than 1% Full Load). This adjustment essentially adds a controlled torque due to the voltage flux alone sufficient to provide the correct disk speed for 10% unity PF loads. Compensation torque is provided by adding a shaded-pole loop known as the Light-Load Plate. The necessity of this adjustment is apparent if the disk turns in either direction when there is no load. This condition is known as "meter creep".

3) LAG ADJUSTMENT: Since the voltage coil has some resistance, the voltage flux lags line voltage by less than 90°. A compensatory lag coil (See Fig. 1) or plate is provided to adjust the lag so that it is as close to 90° as possible. This adjustment is made at 0.5 lagging PF. When the lag is out of adjustment, it almost always results in underregistration, but it is hardly noticeable unless the PF is small. Any lag adjustment made to increase disk speed at lagging PF will decrease its speed for leading PF (capacitative load). Often, the Light-Load and Lag Adjustments are provided by the same mechanism. A radial motion provides the Lag Adjustment while a circumferential motion provides the Light-Load Adjustment.

WATTHOUR METER INACCURACIES: Utilities are fond of boasting that watthour meters are accurate to within $\pm 1\%$ of actual consumption under conditions where load currents vary from 0.3% to 400% and voltage from 80% to 120% of rated values, PF from 0.2 lagging to 0.2 leading, and temperatures from -40°C to +75°C. In my opinion, that claim is utterly false. In reality, this is the very best case error for precisely calibrated meters under practically laboratory conditions. Under the above "field" conditions, cumulative error for a calibrated meter can be as high as 100% under small loading conditions and higher than 10% under normal home/business loads WITH-OUT having made any effort to "fool" the meter. These errors can result in either your or the utility's favor. When it favors the utility, you'll never hear about it, and you will undoubtedly never collect a dime for past overpayments. When the error is in your favor, if the utility notices, you probably will be billed on a guessed-estimate arbitrarily determined by the utility to adjust your costs upwards. And your meter will be recalibrated or replaced by one more favorably calibrated for the utility, and/or you may be monitored by a pole meter. However, unless you take the initiative and even chronically complain, the utility will seldomly adjust an overregistering meter to read the correct amounts.

Meter errors are caused by a number of reasons, many of which are interrelated. These errors exist even when the meter is precisely calibrated. They are accentuated when the Full-Load, Light-Load and/or Lag adjustments are required. No scientific instrument remains accurate if not frequently and precisely calibrated, particularly an instrument in continuous use in an outdoor environment. Wear, deterioration, temperature, humidity, dirt and vibration always take their toll. Meters usually spend years in operation, AND SOMETIMES EVEN DECADES, between calibrations. It didn't matter so much when electrical rates were reasonable. The common watthour meter's design has essentially remained unchanged since 1925 (Patent # 1,706,171 issued Mar. 19, 1929). Those were the days when utilities were never questioned and electrical rates were much less. However, few people can now afford to pay for their actual needs - much less for errors! Some error sources are as following:

1) TEMPERATURE ERROR: Meters read high between 0 and 80°F and low thereafter. Error accentuates with decreasing PF and alone can be as high as 4% at 0.5 PF. The main cause of this error is the increase in the voltage coil lag at low temperatures (temporary error) and demagnetization of the braking magnets (permanent error) at high temperatures. ALL PERMANENT MAGNETS DEMAGNETIZE WITH TIME, THE RATE OF WHICH IS DETERMINED BY TEMPERATURE, TIME AND QUALITY. The demagnetization of braking magnets ALWAYS results in rotor speed-up and overregistration!!

2) FREQUENCY ERROR: Line frequency seldomly varies more than $\pm 1\%$ from 60 (or 50) Hz. A 10% variation of line frequency can result in a 1% or more error, particularly for high PFs. Meter reads high at low frequencies (to a point) and low at high frequencies. Meter can perform erratically when harmonically rich waveforms (eg rectified sine wave) is applied to it at appreciable energy levels. Error is higher for low PF loads at low frequency.

3) VOLTAGE ERROR: Generally, line voltage is stable to within $\pm 10\%$ of rated. In cases of overvoltage, watt-hour meters read substantially low due to significant AC damping that results in some braking. This phenomenon is called "overload droop" and is slightly higher for low PF. Watt-hour meters read slightly high when voltage is low.

4) VERY HIGH OR VERY LOW LOADING: Very low loading almost always favors the utility, even for compensated meters, up to the point where the meter stops turning. This error can possibly be as much as 100% of actual consumption. Very high loading of meter results in "overload droop". For low PF, the meter almost always reads high no matter the actual consumption.

5) METER DISSIPATION: Meters dissipate about 1.4 watts on a continuous basis. Furthermore, if the disk stops turning, 22-24 watts is required just to restart it. For the dubious privilege of letting the utility monitor your electrical consumption, it costs you about one KWH per month in meter dissipation alone.

6) VIBRATION AND SHOCK: Vibration and shock will uncalibrate any scientific instrument including watt-hour meters, causing it to either underregister or overregister. Thus, if your meter is located where earthquakes have occurred, near heavy machinery, or near high traffic flows, your meter may be put out of calibration in a very short period of time.

The effects of most of these error mechanisms are summarized in Fig. 2.

HOW TO STOP POWER METERS: This section is dedicated to slowing down, even stopping power meters without physically tampering with them or applying externally generated power, and while consuming substantial power. WE MUST STATE CATEGORICALLY THAT NO METHOD IS PROVIDED FOR ILLEGAL APPLICATION WHATSOEVER. THIS INFORMATION IS PROVIDED FOR EDUCATIONAL AND INFORMATIONAL PURPOSES ONLY. WE ARE ABSOLUTELY AND TOTALLY AGAINST BREAKING THE LAW IN ANY FASHION. Any attempt to tamper with a utility meter is almost definitely illegal. Some electric companies define tampering as:

"Tampering means any unauthorized interference with the Company's equipment, including meters or other property, which would reduce the accuracy of the measurement, or eliminate the measurement of the electricity taken by any Customer or person on the premises, or any unauthorized connection of a meter."

Utilities maintain easement rights over virtually every property they service. Thus, if you break into the meter attached to your property while standing on your property you could go to jail for TRESPASSING! If your utility notices a sudden drop in useage or very low useage that cannot be explained, they will probably suddenly appear to examine the situation. Broken meters and seals, meter bypasses, attached magnets, etc., are very obvious. Don't be like the old farmer who shot a hole in the side of his meter glass with a B-B gun. He would then slow the meter down by inserting a piece of straw between the rotor disk and braking magnet, at night. The hole was discovered by a meter reader five years later. He blamed the hole on, "Vandals shoot-ing up the place last weekend."

The utility may slap a pole meter on your line. A pole meter may be a meter similar to yours or it may be a current-squared-hour (CSH) meter. These are located on the top of or near to your service pole and are generally placed just where your service drop connects into the main lines. They are usually easy to spot. They may be the hook-on type, which has a folding hook that loops around the wire and closes to look like a folded question mark. Or they may be hard-wired. No matter how precise they claim these meters to be, as well as your meter, a 10% or so difference in readings can occur just from nominal differences between the meters, line droppage, and different environments. Since a CSH meter does not indicate line voltage fluctuations, the error can be substantially greater than that of a pole meter watt-hour meter. Furthermore, if your PF is extremely low, which can be measured accurately by a utility PF meter, the utility will likely penalize you for this condition.

Few people dispute the need of a utility to get a fair return solely based upon the service provided (but not upon the utility's investments). However, most people believe that public (?) utilities have been swindling them. Electrical costs have soared several times what

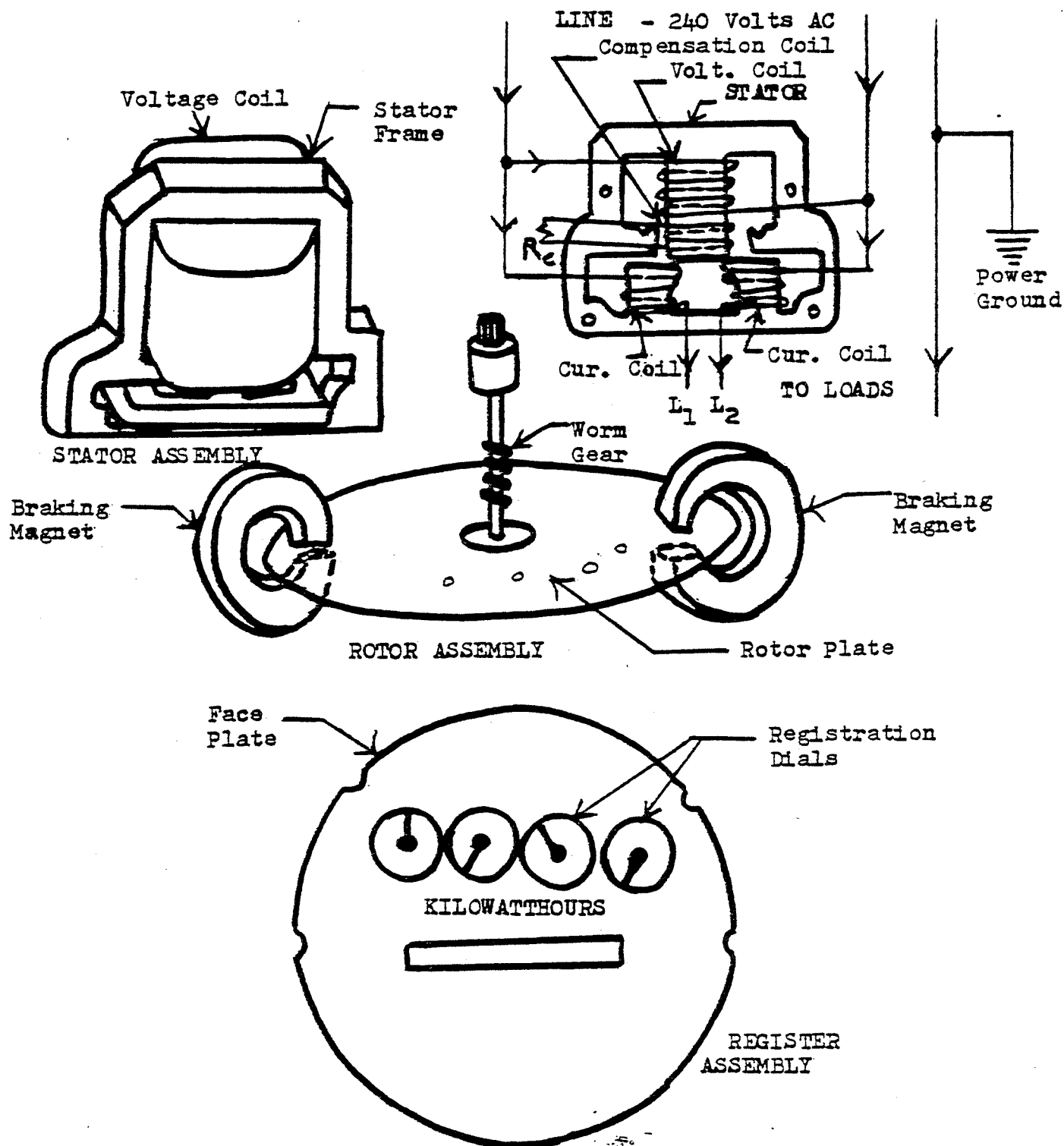
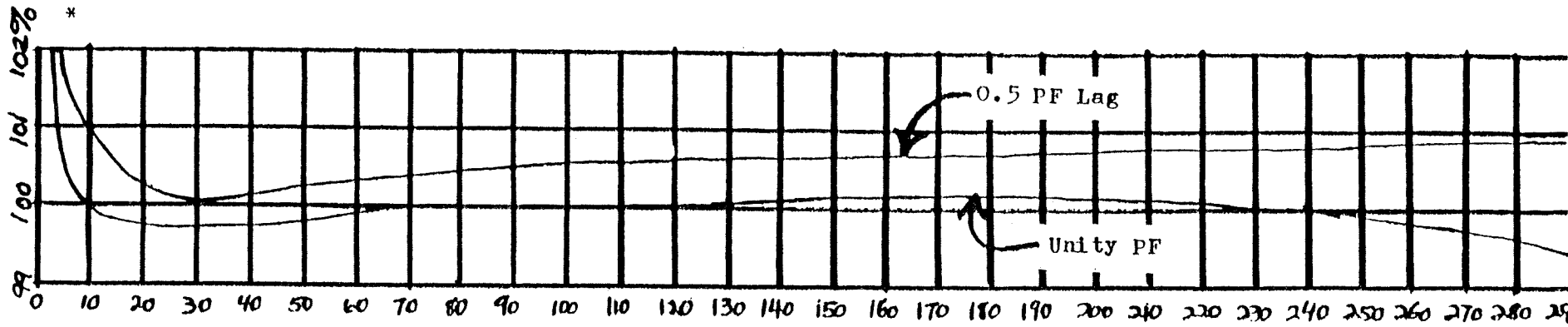
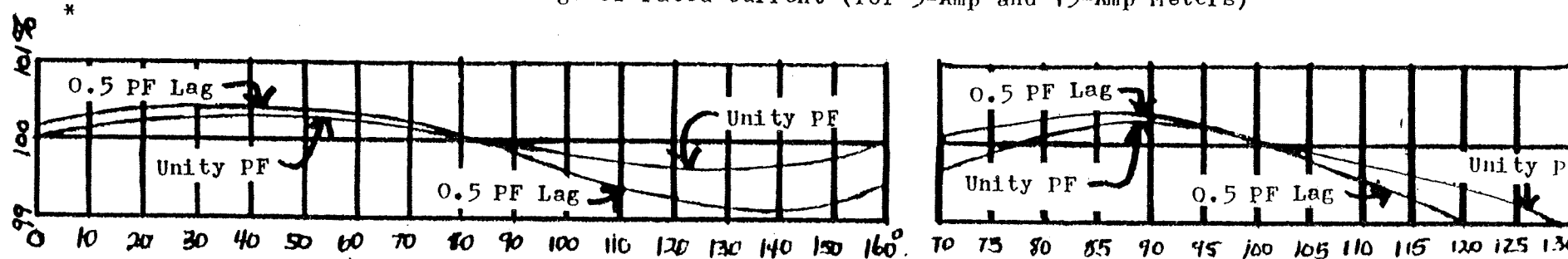


Fig. 1: Basic Elements of the Typical Induction Watthour Meter
 The four major manufacturers of watthour meters are:
 1) General Electric. 2) Sangamo. 3) Westinghouse. 4) Duncan.

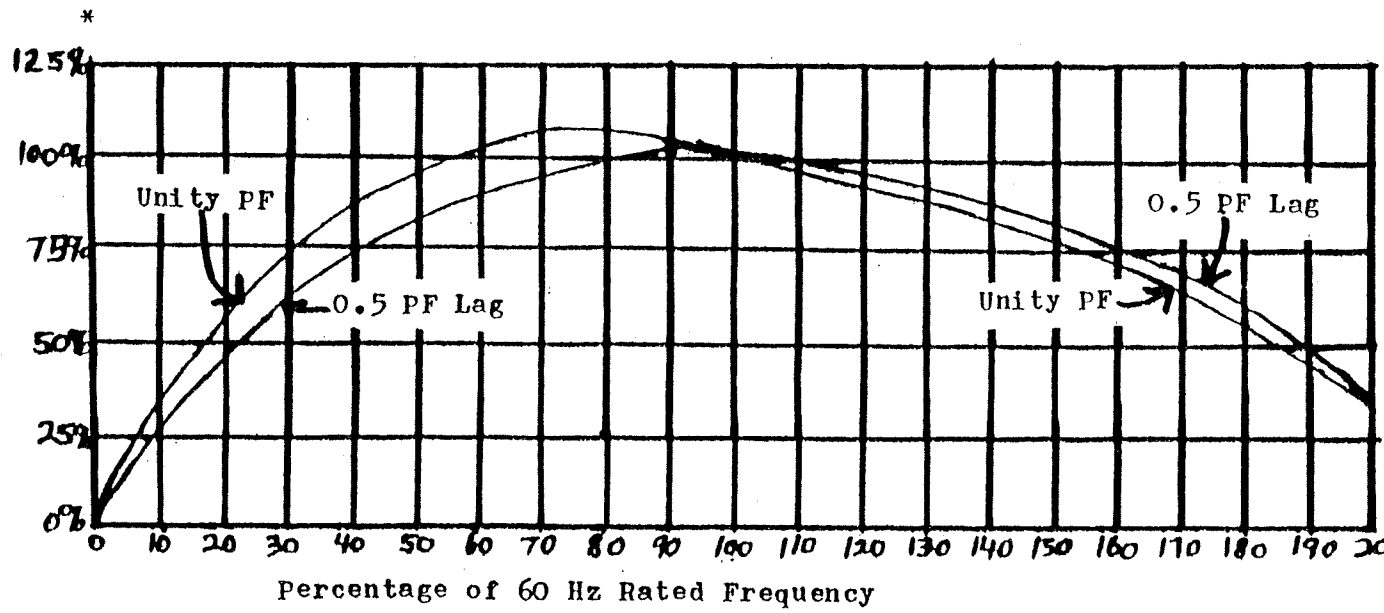


Percentage of rated current (For 5-Amp and 15-Amp Meters)



Temperature in Degrees F

Percentage of Rated Voltage



Percentage of 60 Hz Rated Frequency

Fig. 2: Characteristic Performance Curves for Watthour Meters. Modern day meters good up to 600% Rated Current According to Utilities. Note that substantial error can and does occur in less than ideal usage or conditions. These Performance Curves are based upon meters precisely calibrated. Errors become accentuated when meter is not calibrated. Primary reason for meters going out of cal is aging of components and demagnetization of braking magnets.

*All vertical axes are percentages of actual usage recorded

"STOPPING POWER METERS"

they should be. Many people believe that if the untampered watt-hour meter provided by the utility is unable to adequately measure the amount of useage required by their particular desired loads, then that is their problem. Expect to be hassled if they ever discover this. Don't brag.

No method of slowing or stopping a power meter should be based upon breaking a line neutral or fusing one. These practices are deadly!! Virtually every method that will slow or stop the meter employs loading that requires DC or frequency components somewhat removed from 60 Hz. Fig. 2 demonstrates the susceptibility of watt-hour meters to such conditions. Power meters behave similarly. Note: As the line frequency approaches either DC or high frequency, the watt-hour reading tends to zero (disk stops turning). A meter with only DC or RF energy imposed on it will not turn no matter how much energy is applied, it will burn out first. In the RF case, there are certain tones that do this best, largely dependent upon meter and wiring. Any DC will brake a meter similarly to the braking magnets. DC brakes are, in fact, commonly applied to induction motors in general. Even a powerful induction motor can be made to practically stop on a dime when DC is applied. Even a little DC will eventually magnetize permanently the stator if applied long enough to provide lasting effects even after it is removed.

High frequency components will simply underregister due to the impedances and hysteresis of the coils and rotor inertia. Since meter voltage is hard to alter, frequency techniques are applied to the current thru the meter. Mixed frequencies, ie rectified sine wave, will cause the rotor to behave erratically, and if its energy is high enough, rotor speed will drastically slow down and may even stop. Harmonically-rich waveforms require more energy to stop a meter than DC or RF, simply because most of its harmonic energy is in frequencies not very far from 60 Hz. Fast load surges will be far underregistered primarily due to the rotor inertia.

CAUTION: Line voltage can KILL!! For all electrical projects, be certain that all circuit components, including wiring, can more than handle worst case voltages, currents and power before proceeding to construct or test any circuit. Use sensible, safe and accurate wiring techniques and procedures, as well as good judgment, at all times.

Before applying the methods described herein on any meter, it is sometimes helpful to learn the techniques by practicing on an expendable fractional horsepower motor (split capacitor or shaded-pole induction). In figures, \equiv represents line neutral, and ∇ represents earth ground (used to ground cases in three wire 120 VAC systems). PIV designates Peak Inverse Voltage or Peak Reverse Voltage. All figures are simplified circuit diagrams. Add fuses or circuit breakers as required. In addition, all meter outputs should have transient suppression. C1 and C2 of Figs. 4 and 5 do a good job. For better transient suppression control, General Electric does a lot of good work in this area. Transient control is required to assure long lasting, dependable performances of rectifiers, capacitors and other components. Even if you don't use these methods, good transient control will increase your life of induction motors and transformers, and shields your appliances from utility ripple current control of them and Peak Demand Meters. Our RIPPLED OFF pamphlet explains transients, ripple, and utility appliance control in detail. Also, C1 and C2 provide some PF compensation for lagging loads.

1) **DC LOADS:** DC Loading is the hardest to accomplish but it is the surest approach. If you have induction motors or transformers, they will be also adversely affected by any DC that reaches them. Because DC is not far from 60 Hz, large and cumbersome filtering is required to separate them. C=500 uf, 25 V PIV minimum. L=100 turns minimum, insulated wire on soft-iron core. As with all suggested home-made inductors, keep well insulated and don't use a core that can be touched (eg leg of a drill press). C1=Paper-Oil or Fig. 8 capacitors, 1000 uf, 400 PIV minimum. See Fig. 3.

2) **HIGH FREQUENCY LOADS:** High frequency (KHz) loading is more easily accomplished but less effective and may require "tuning". A tone generator generates the sine, square or triangular wave used. Tone generators are also called RF generators, signal generators, and frequency generators. Most well-constructed designs with shorted-output protection should work. Tones may be steady or in tone bursts. Our TONE DEAF pamphlet contains many useful designs.

See Figs. 4 and 5. Optimum frequency is experimentally determined, meter will stop on certain "resonant" tones but run at higher frequencies. There are two approaches, the signal can be either hardwired to the meter or transformer coupled into it. The former is more effective, the latter is much safer. Very good shielding should be provided and all RF lines should be of minimal length and with good impedance matching. Radiated RF power beyond a small amount generally requires prior F.C.C. approval. The requirement of the additional low value capacitor,

NOTE: All figures are simplified circuit diagrams.
Add fuses or circuit breakers where necessary.

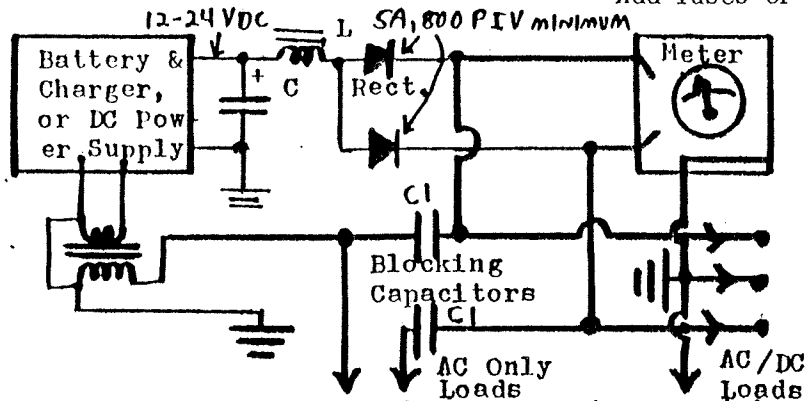


Fig. 3: Direct Current Method. Inductors must be large.

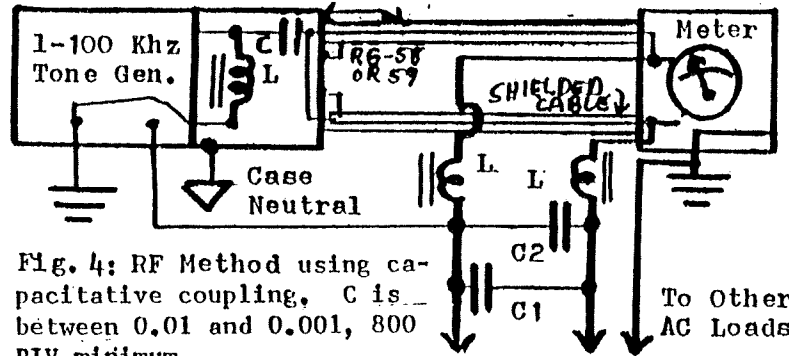


Fig. 4: RF Method using capacitive coupling, C is between 0.01 and 0.001, 800 PIV minimum.

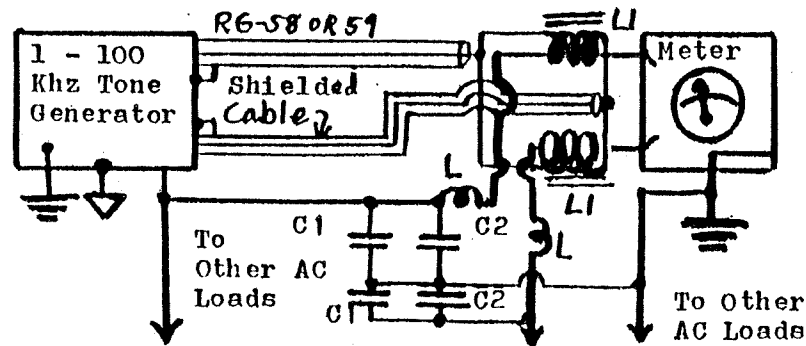


Fig. 5: Alternate RF Method using inductive coupling.

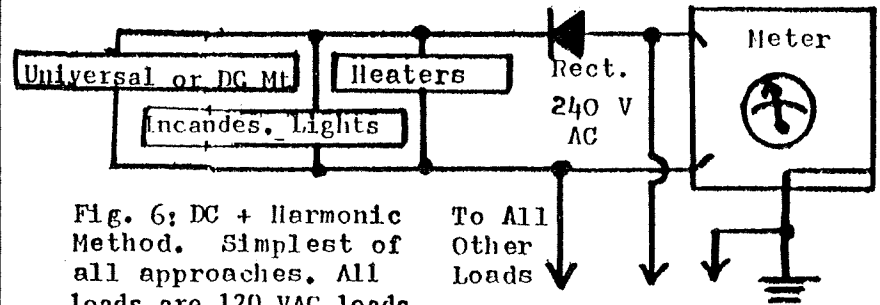


Fig. 6: DC + Harmonic Method. Simplest of all approaches. All loads are 120 VAC loads.

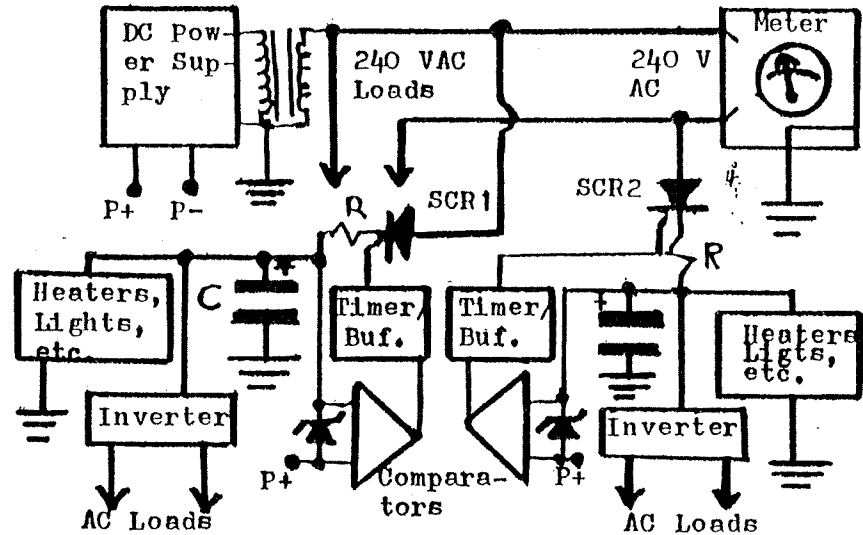


Fig. 7: Momentary Current Surge Method.

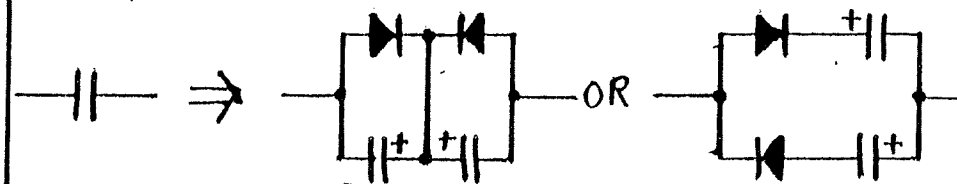


Fig. 8: An equivalent circuit for using electrolytic capacitors to do the job of SCR or paper-oil types. The big advantage in using electrolytics is that they are cheaper, more readily available and much smaller for the same capacitance values.

C2, is suggested because of the ideal behaviour of mica and ceramic at very high frequencies not possessed by other capacitor types. C1 is a 2 uf non-electrolytic. C2 is 0.1 uf mica or ceramic. Both 800 PIV minimum. L=Same as in Fig. 3, be sure to use heavy enough wiring to stand loading. L1 inductors are made from at least 100 turns each in both insulated meter lines and insulated tone generator lines, tightly packed. Ferrite cores are preferred, air cores are not nearly as good but will work if tone generator voltage and windings are high.

3) HARMONIC LOADS: This method is most practical and easiest to achieve, and it does not require special equipment or filtering of other loads. See Fig. 6. However, much greater harmonic power is required for the same effects. According to Fourier Theory, all waveforms are composites of simple sine waves of certain frequencies, phases and amplitudes. When a 60 Hz sine wave is half-wave rectified, DC and 60 Hz components are produced along with an infinite number of harmonics that rapidly diminish in power content. The DC component will brake the meter movement while the harmonics will diminish the total meter reading by making the meter behave in an erratic fashion. Rectifier must be rated such that its steady state current rating is at least twice the sum of all universal or DC motors, incandescent lighting and heater element steady-state load currents. Rectifier surge current rating should be at least three times the combined surge currents for all loads. Minimum PIV should be 800 volts. Transient suppression is highly recommended. If there is a lot of motor brush sparking, filter out all AC components for a DC motor, and all harmonics for an AC motor. If the AC motor tends to overheat, also filter out some, if not all of the DC component.

4) HIGH SURGE, LOW DURATION LOADS: Fig. 7 depicts several power switching circuits. The timers can be adjusted in combination with the zener diodes for load conditioning, either manually or automatically (more circuitry is required), to provide switching characteristics that will minimize the power meter reading while also minimizing load variations. This same effect is produced in spot welding operations and it is a fact that utilities tack on an extra use fee for spot welders simply because their watt-hour meters substantially underregister. This method requires the most knowledge, time and money to effect, and a goodly amount of time to maintain. Fig. 7 is a suggested circuit, others will work, circuit should be designed to best fit your needs. C=1000 uf, 400 PIV minimum. SCRs or Motor Starter Relays should have a minimum of 25 amp surge current rating. R=500 watt minimum heater elements or incandescent bulbs.

Be careful when using the DC method. Other meters sharing the same power transformer secondary will also be slowed down. However, because the loads on the other meters will probably not be DC isolated, havoc could result in their operations. This is usually not a problem with the RF method because the power transformer and power lines will dissipate most RF energy very rapidly.

In conclusion, watt-hour meters are not magical or sacred. They have their faults and limitations and in my opinion, require much greater calibration attention than what utilities provide. It is important to understand how they work. The section on various methods to stop power meters is provided to give insight into how they work and what to expect from them when measuring loads.

STOPPING POWER METERS is brought to you by Consumertronics Co., P.O. Box 542, Alamogordo, NM 88310. It is one of the many services that we offer, including our very popular method of saving up-to 80% of electrical energy (purely by legal means) for homes and businesses, described in our 10 Chapter MDVR Book. In fact, we offer many other fascinating publications for your education, information, entertainment and reading enjoyment. Drop us a line.

Mr. Chairman and members of the Committee, my name is Harold Shoaf. I am Director of Governmental Relations and Public Affairs for the Kansas Electric Cooperatives. The Kansas Electric Cooperatives (KEC) is the statewide organization of thirty-eight (38) electric cooperatives serving electricity to more than 450 thousand Kansans.

The rural electric of Kansas support Senate Bill 259. There appears to be increasing thefts of power by businesses and homeowners, prompted by increasing electricity rates. The Wall Street Journal reports that Chicago Commonwealth Edison turned up 5,000 cases of meter rigging last year, Georgia Power believes three to four percent of its 1.1 million customers steal electricity, and Florida Power says that there has been a decline in simple homeowner violations but a sharp rise in "hard-core" cases where thieves use sophisticated equipment. Although the 38 rural electric in Kansas have not encountered problems of this magnitude, such as the large metropolitan areas of other states, the problem does exist in Kansas and we believe it will increase in the years ahead.

For example, one REC detected three theft cases in the last three months. Another cooperative reported five cases in the past year. A third REC has caught one consumer five times in three years. The Kansas Electric Cooperatives Meter Tester has reported similar cases statewide. Damage to the meter and meter box by those endeavoring to steal electricity is a costly matter to the utility.

As rates go up some consumers may become more daring and they are not without assistance. For example, there are pamphlets on the market advising consumers different ways of stealing electricity from the utilities. I have one such example.

The theft of electricity by any consumer of course must be paid for by the other consumers.

The rural electricians of Kansas believe Senate Bill 259 is in the best interest of all electric consumers of Kansas.

Mr. Chairman and members of the Committee, thank you for this opportunity to express our thoughts regarding a deterrent to theft of electricity in Kansas.