

# PUC's Bennett Speaks before Advisory Council



**Commissioner Bill Bennett**

"Public agencies work best which are most watched," said Public Utilities Commissioner William Bennett before the August joint meeting in Oakland.

Honorable Bennett related some of the PUC's history, operations and current trends in regulation.

California's Public Utilities Commission was created through a constitutional amendment at a time in history when the initiative was being used as intended—by the people to regulate the railroads (rather than the other way around).

Bill Bennett gave an interesting account of the bargaining involved in getting millions of dollars refunded to gas consumers after El Paso Natural Gas made four rate increases without holding public hearings. \$500 million were thus subject to refund because these rates had been put into effect without regulatory due process.

On current trends in matters coming before the Commission, Hon. Bennett said he could see no reason why all new housing developments could not be under-grounded. That would still leave plenty of poles to climb, he added.



## 1966 System Negotiators Chosen

President Leland Thomas Jr. has announced the appointment of Local 1245's 1966 PG&E System Negotiating Committee. The appointees were carefully selected on the basis of personal qualifications as well as experience and Union dedication.

A small, balanced general committee was chosen after careful consideration regarding departmental and geographical representation by President Thomas, who stated:

"I picked this committee after consultation with our Executive Board and after giving much thought to my selection. Those who sit down across the table with the PG&E General Committee are representing the largest Utility Local Union in the I.B.E.W. and they will be dealing with the largest Gas and Electric Utility Company in the Industry.

"I shall serve in an ex officio capacity during the forthcoming negotiations and the members of our Executive Board will join with me in keeping in close contact with Business Manager Weakley, who is in charge of the whole operation and who has a massive job on his hands.

"Let's get together and stand together as we make an all-out effort to get the best contract in the Gas and Electric Utility Industry in 1966."

The 1966 System Negotiating Committee lines up as follows:

**L. L. Mitchell, Senior Assistant Business Manager**

Was Line Subforeman and previously worked in Stockton and Humboldt Divisions, PG&E. Is Secretary of System Review Committee and will serve as chief Union spokesman during 1966 PG&E negotiations as he has for many years.

**Dan McPeak, Assistant Business Manager**

Was Lineman, East Bay Division, PG&E. Will serve as Union committee recorder and research coordinator.

**Bill Fleming, Union Member, System Review Committee**

Now Utility Operator, Colgate Division, PG&E. Was First Operator in East Bay, Shasta and Sacramento Divisions.

**Ron Fields, Union Member, System Review Committee**

Now Subforeman, San Jose Division

(Continued on Page 2)

## OWID water wages Shoot up

Oroville-Wyandotte Water Division members of Local 1245 have received wage increases ranging from 6 to 17.8 per cent as a result of recent bargaining.

One man, whose job was reclassified, found his wage increase totaled 22.6 per cent.

Other employees, having already received 6 per cent, will get another 10 per cent increase when they are placed in a certain new classification. Details of this im-

(Continued on Page 7)



**Vic Silva**

How about someone who keeps winning things—like another trip to Hawaii? That's Vic Silva, an Apprentice Electrician in Emeryville, who just won the Alameda Central Labor Council's grand prize at its Labor Day Picnic—a trip to the islands. Vic has also won radios and other minor things. He quietly says he does all right in the check pool, too.

## YOUR Business Manager's COLUMN By Ronald T. Weakley

The Executive Board of Local 1245 recently held a long meeting at our Oakland headquarters for the purpose of reviewing the "state of the Union." The Board tackled a host of problems, debated many issues and came up with the basic guidelines within which our Union will operate for the next three years.

One of the major items considered was the timetable for 1966 Negotiations. Except for a few contracts wherein deferred wage increases will automatically be applied next year, we shall be open for negotiations on all fronts on all issues of major concern to our members.

This means that a tremendous job lies ahead for those who must be directly involved in the bargaining process. It means that we shall be bargaining almost continually during 1966 and that at times, we shall be engaged in simultaneous negotiations with a number of our employers.

Our major employer, the Pacific Gas & Electric Company, has agreed that we should "get with it" earlier this time and the parties have executed a memorandum of understanding to that effect which will provide a month and a half "jump" on the usual timetable.

The Executive Board, after consultation with the Advisory Council and the Business Office, directed me to sign the memorandum agreement and then moved to speed up our internal processes in order to be ready to go by March 15, 1966, so far as that major job is concerned.

The Union's PG&E General Ne-  
(Continued on Page 2)

Thank you for the Zip Codes.  
While we put them on the  
plates, we'll continue the  
usual address correction form for any changes of address.

Complete, clip and mail to Local 1245's Mail Room, 1918 Grove St., Oakland, Calif. 94612

(Name)

(Street Address)

(Town)

(State)

(Zip Code)

# YOUR *Business Manager's* COLUMN

By RONALD T. WEAKLEY

(Continued from Page 1)

gotiating Committee was reconstructed in order to phase it into our overall program for 1966. Subcommittees will be formed to back up the General Committee so that we shall have more depth this time as we face the problems of major departments in general negotiations.

**The Unit meetings of October and November** will have as their prime purpose, the development of membership proposals through Unit action.

**The Executive Board meeting** which will be held soon after all November Unit meetings are completed, will be "D Day" for collecting all these proposals for screening and referral to the several Union committees involved in 1966 negotiations.

**We can't wait** until after the first of the year to get the word from the field so by the time the Board meets after our November Unit meetings are held, the book will be closed.

**This applies** to all members working for all of our employers, including PG&E and its subsidiaries. It follows that those members who do have ideas or suggestions for contract improvements should not delay in preparing them for submission to the Unit meetings.

**Write them out now.** Be specific and include the reasons for your proposal. Desire without reason makes it very difficult for your negotiators to present a case to your employer.

**No employer** will give much consideration to your proposals if they are not specifically explained in detail and your Committee must be armed with facts in order to determine its course of action over the bargaining table.

**Employers** would prefer that no proposals come from the Union side of the table and therefore, those we present must be supported by evidence, not simply desire.

**Many good proposals** will come from our Unit meetings but we do not need any which are "out in

space." Such unsupportable proposals serve only to cloud the atmosphere and slow down the efficiency of those who must prepare our submissions to the employers at contract opening time.

**It would make good sense** if all hands were to attend our October and November Unit meetings and bring with them some well drawn and well thought-out proposals which can be properly considered by the membership in attendance before they are submitted to the Executive Board for screening and delivery to our 1966 Negotiating Committees.



**Now** that our program has been set up for the purpose of improving the personal and family welfare of our members, our organizing program must be speeded up.

**The 11,000 member** figure we set for this year is still short of that which we need to do a first-class job in 1966. Let's pull out all the stops! Let's get going!

**Talk** to each and every non-member on the job. Give these people a good "sales pitch" based on the record of accomplishment to date and on the opportunities we now have to make even greater progress through united action.

**Sign up** each and every new employee the day he or she appears on the job. Don't wait until "later." It's "later" now!

**Go** to your Unit meetings. Get into the act. Build for the time next year when the critical period of negotiations requires massive response to the recommendations of your front-line troops—your Negotiating Committee teams.

**The job** in '66 is not going to be done by a few leaders working in a vacuum. We need support—solid support—from all of our members on the job.

**We'll do our best for you and if you do the same for us, 1966 should turn out to be the best year of progress since our Union was born 25 years ago.**

# System Negotiators Chosen

(Continued from Page 1)

sion, PG&E. Was Lineman, San Francisco Division.

**Wayne Weaver, Advisory Council Member, Grievance Committee Member, Shop Steward**

Now Mechanic-Welder, Pipe Line Operations Department, PG&E, in Avenal.

**John Zapian, Shop Steward and Chairman, Unit #2412**

Field Clerk, Gas Street Department, San Francisco Division, PG&E.

**Howard Darington, IV, Advisory Council Member, Chief Shop Steward and Grievance Committee Member**

Now Control Technician, Nuclear Unit, Humboldt Bay Power Plant, Humboldt Division, PG&E. Was Senior Control Operator, Moss Landing Power Plant, Coast Valleys Division.

**Ermano Paganini, Advisory Council Member, Grievance Committee Member, Shop Steward**

Now Senior Warehouseman, East Bay Division, PG&E.

**Dean Cofer, Grievance Committee Member and Shop Steward**

Now Station Construction Field Clerk, 1st, McCloud-Pit. Was in Hydro and Tower Division, and Davis Yard, General Construction.

**Dick Fleming, Advisory Council Member, Grievance Committee Member and Shop Steward**

Now Clerk "A," North Bay Division, PG&E.

**Ron Weakley, Business Manager-Financial Secretary**

Was Watch Engineer, East Bay Division, and previously worked in San Francisco Division, Steam Generation Department, PG&E. Has been in charge of all negotiations with PG&E as well as all negotiations between Local 1245 and other employers since 1951.

All of the foregoing are veteran negotiators except newcomers Dick Fleming, Ermano Paganini, Dean Cofer and Howard Darington, IV.

The following departmental Advisory Committees will be set up by Business Manager Ron Weakley to act as resource groups during 1966 PG&E Negotiations:

- Steam
- Electric
- Gas
- General Services
- Clerical
- General Construction

## EARLY OPENING OF AGREEMENT

Due to the bulk of problems to be discussed next year, the parties have agreed to start bargaining earlier than usual. March 15, 1966—instead of the usual May 1st—will be the date for exchanging notices between Union and Company.

Subcommittee meetings are planned between March 15th and May 1st with general sessions of the System Committee to follow shortly after May 1st.

## NOVEMBER DEADLINE FOR UNIT PROPOSALS

Because of the early start on bargaining, members' proposals for contract improvements should be discussed at the October and November Unit Meetings, and must be submitted to the Executive Board by November 30, 1965. Discussion of contract improvements will also take place at the last Advisory Council Meeting of the year, to which all Unit Chairmen will be invited.

## Weakley Appointed To New State Post

Business Manager Ronald T. Weakley was recently appointed to the Governor's Advisory Council on the Department of Employment of the State of California.

Coincidental with the appointment, Weakley resigned as Labor member of the Governor's Advisory Council on Atomic Energy Development and Radiation Protection, a post he had held since 1959 as Governor Brown's appointee.

The new appointment will seat Weakley in the place of Thomas L. Pitts, Secretary-Treasurer of the California Labor Federation, AFL-CIO, who resigned due to other pressing duties.

The other members of the Governor's Advisory Council on the Department of Employment include Chairman Sam Kagel, Public member; Leland B. Groezinger, Vincent D. Kennedy and Adrian A. Kragen, Employer members; and Harry Finks and Charles P. Scully, Labor members.

The Council, set up under the provisions of Section 355 of the California Unemployment Insurance Code, serves an important function in advising the Governor on a wide range of vital subjects involving the activities of the Department of Employment in the largest State in the Union.

In approving Weakley's service on the Council, the Executive Board of Local 1245 noted that such service is in keeping with our Union's public responsibility as one of the largest labor organizations in California and that the role of the Council is one of significant importance to the economic health of our State which bears directly on the economic welfare of our members.

The Council usually meets each quarter and submits semi-annual reports to the Governor.



the utility reporter



**RONALD T. WEAKLEY** . . . . . Executive Editor  
**BRUCE LOCKEY** . . . . . Editor  
**L. L. MITCHELL** . . . . . Assistant Editor  
**M. A. WALTERS** . . . . . Assistant Editor  
**D. J. McPEAK** . . . . . Assistant Editor

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# Tire makers' tests called inadequate

By **SIDNEY MARGOLIUS**  
Consumer Expert for the  
utility reporter

Everybody knows cheap tires may not be safe. Even original-equipment tires may not be adequate for a heavily-loaded car traveling at high speeds.

But what is not realized, is that you can buy the most expensive premium tires, and still not be sure of as much safety as would be possible if tires were tested according to the impartial, thorough standards required today.\*

As did one family, you may find that your premium tires are satisfactory in some respects but not in other and very critical ways. That family bought four of the most expensive, widely-advertised tires on the market. They cost \$90 each. How much safer can you try to be? But on a wet road, these expensive tires slipped and slithered.

It turned out that these premium tires, while heavy and well made in many respects, tended to slip on wet pavement because of a defect in the rubber compound itself.

This writer has had an opportunity to see a confidential report on the testing methods of one of the leading tire manufacturers, by a group of independent test drivers. The independent experts found that in many ways the tire company did try to make sincere tests. But there were vital inadequacies in several of the tests, of which the tire company itself may not have been aware.

One of the tests the company made was a "panic stop," with full braking, on a wet surface. (In a panic stop, you jam on your brakes until they lock, and hope you'll stop in time.) But in this test the brakes were applied only until the speed was reduced to 15 mph. There was no test of the stopping ability of the tires from 15 mph down to zero. Obviously, a driver wants to be sure he can stop completely in an emergency, not merely slow down to 15 mph.

In another test, the tire company test drivers decelerated to a panic

\*In California, new laws backed by the Consumer Counsel, require the CHP to set tire safety standards.

stop from 30 mph. But the independent test drivers felt this too was inadequate, and asked that the panic stop be made at 40 mph.

A third test used by the company was to run the car in a perfect 360-degree circle at increasing speed, until the rear tires lost safe adhesion with the road. But the independent test drivers felt this test was inadequate because it failed to also test the directional stability of the front tires.

In general, the tests seemed to the impartial experts to be less than truly necessary in an era of powerful cars and high-speed driving.

The fact that this major manufacturer may not have been aware of shortcomings of its tests emphasizes the need for test standards set by an impartial outside agency.

Recent testimony before Congress shows that even auto manufacturers' standards for original-

equipment tires may not be adequate. Senator Gaylord Nelson (D., Wis.) revealed that a tire industry official admitted to the Federal Trade Commission that tires for a six-passenger sedan are tested on the assumption that there will be only three passengers and no baggage.

Even the standards of the recently-established Vehicle Equipment Safety Compact Commission may not be high enough. This is a group of safety experts appointed by the governors of most states. They have adopted standards which have been described as assuring car owners that tires will wear out before blowing out. However, the safety compact commission has done little more than adopt standards of the Rubber Manufacturers Association.

To assure adequate standards, Senator Nelson has introduced a bill which would authorize the U. S.

Commerce Department to set minimum safety standards, in cooperation with the auto and tire industries. The bill also would require that all tires be labeled according to grade.

The Senate Commerce Committee now is considering whether to approve the bill. Both the FTC and the Government's General Services Administration have endorsed it. The Commerce Department, which would administer the proposed national standard, is more lukewarm. It has offered an alternative proposal which would provide for additional research before setting standards. But the GSA which sets standards for tires the Government buys, has said that enough is known to set safety standards now, and they can be improved as new findings develop.

Auto owners' associations and other consumer groups are urging the adoption of tire standards. The

## Buyers' Bailiwick

AFL-CIO has written Chairman Warren Magnuson (D., Wash.) of the Senate Commerce Committee, that "it is absolutely vital to the safety of the American people that all auto tires sold conform to Federal minimum safety and performance standards."

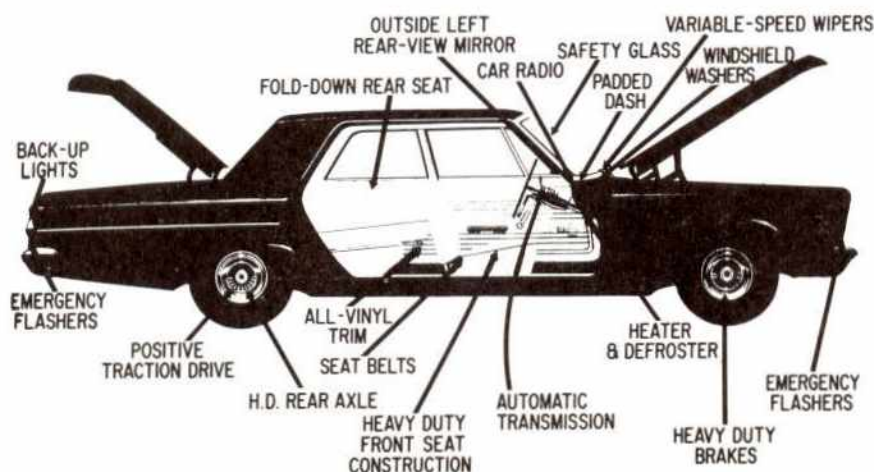
The tire manufacturers themselves would find that such impartial standards would be useful to them by improving on present test methods, and helping to discover shortcomings before tires go on the market.

Auto owners will not only have greater assurance of safety than now is available, but will be able to compare values more accurately than now is possible, because of the quality designations that would be required.

Senator Nelson points out that present grade designations used by manufacturers are notoriously confusing. One company put out a tire called "Supreme," then brought out a "Super Supreme," which sold for less than the "Supreme."

What all drivers need to understand is that brakes don't stop the car. Brakes stop the wheels. The tires stop the car. Many drivers give adequate consideration to their brakes but not to their tires.

**Bald tires are dangerous. So are tires that have been cut or damaged, as tire manufacturers warn. But brand-new tires apparently are not as safe as they could be if adequately tested by impartial standards.**



Safety features for the GSA's proposed lease-fleet of rural carrier vehicles.

## Use seat belts

### Buckle, buckle Car and truckle

71 Members of the IBEW have been killed in the first six months of 1965 in auto accidents on their own time! This far exceeds the number killed from all causes on the job for the same period.

Because of this highway carnage—50,000 Americans will die on the highways this year—the IBEW has joined in a continent-wide Union Safety Seat Belt Campaign.

Half of these deaths could have been avoided if every motorist and passenger had used seat belts. Two-thirds of the crippling injuries could have been prevented by the use of seat belts.

#### How to get seat belts?

Part of the campaign will be to sell top quality, union-made seat belts for \$3.25 each. Normally, seat belts which exceed all SAE and Federal standards (as these do) retail for around \$10 each. Similarly, seat belt retractors, which normally retail around \$4.00 per pair, will be made available for \$1.00 per pair. These, too, exceed all SAE and Federal standards.

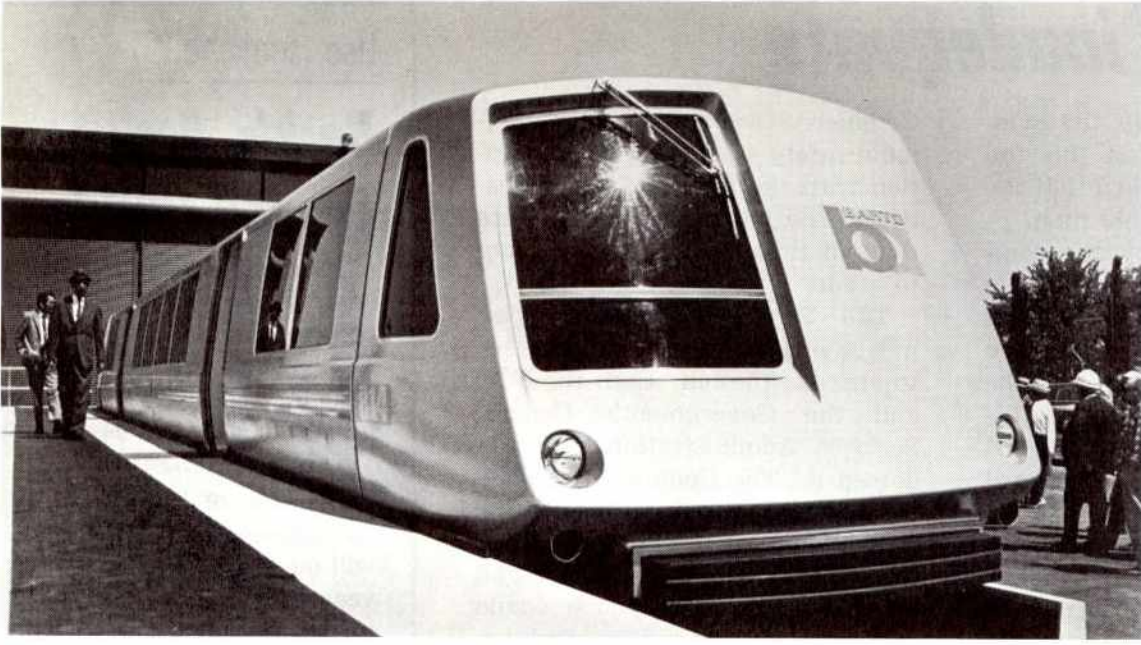
The IBEW's interest in this campaign is indicated by the fact that headquarters for the International Unions' Seat Belt Committee will be in the I.O.'s Washington office.

Locals of the IBEW and other international unions will be able to offer order blanks for the purchase of seat belts and retractors at these low prices.

#### But then buckle, buckle

What if you already have SAE-approved seat belts in both front and rear seats? Well then, man (woman and child)—use them!

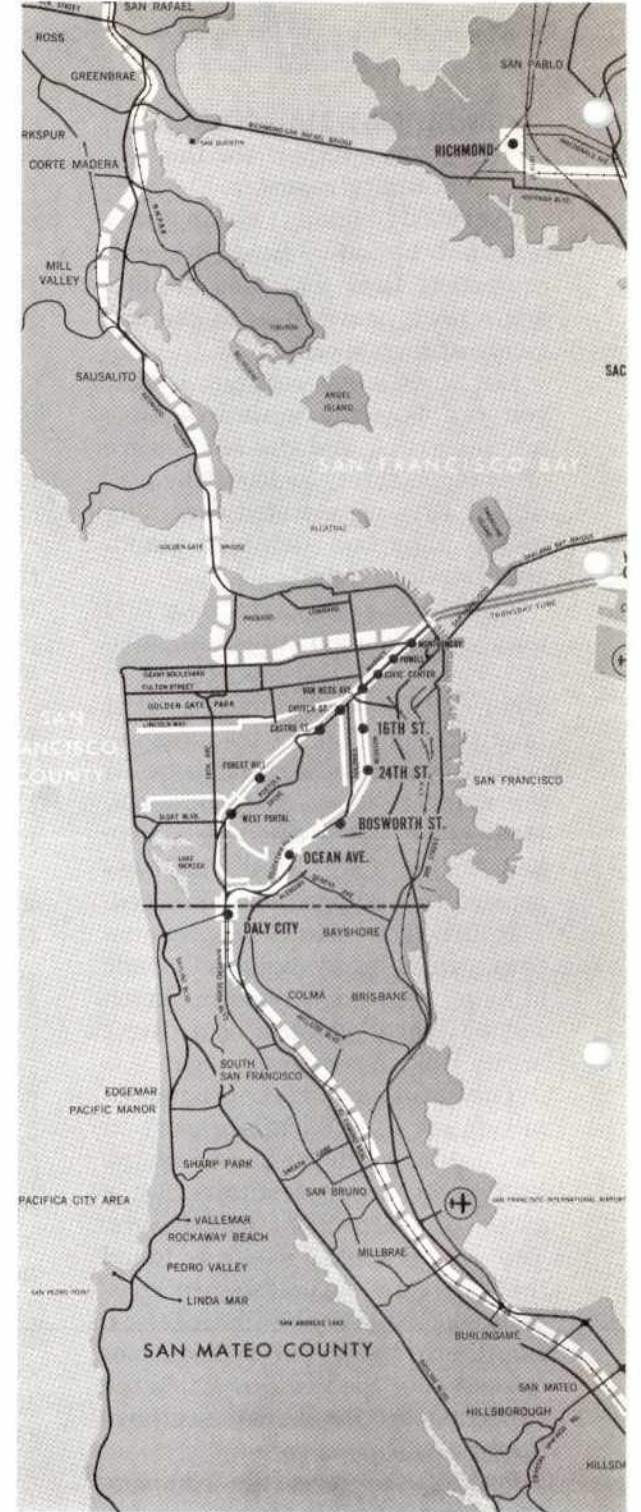
We don't care if you buckle up for safety, or buckle down—buckle, buckle—save woe and trouble. Don't take your chances being thrown onto the road, into a pole, or in front of another car. Use your seat belts, even around town, because you have a greater chance of being killed around home than anywhere else you might be. Figures?



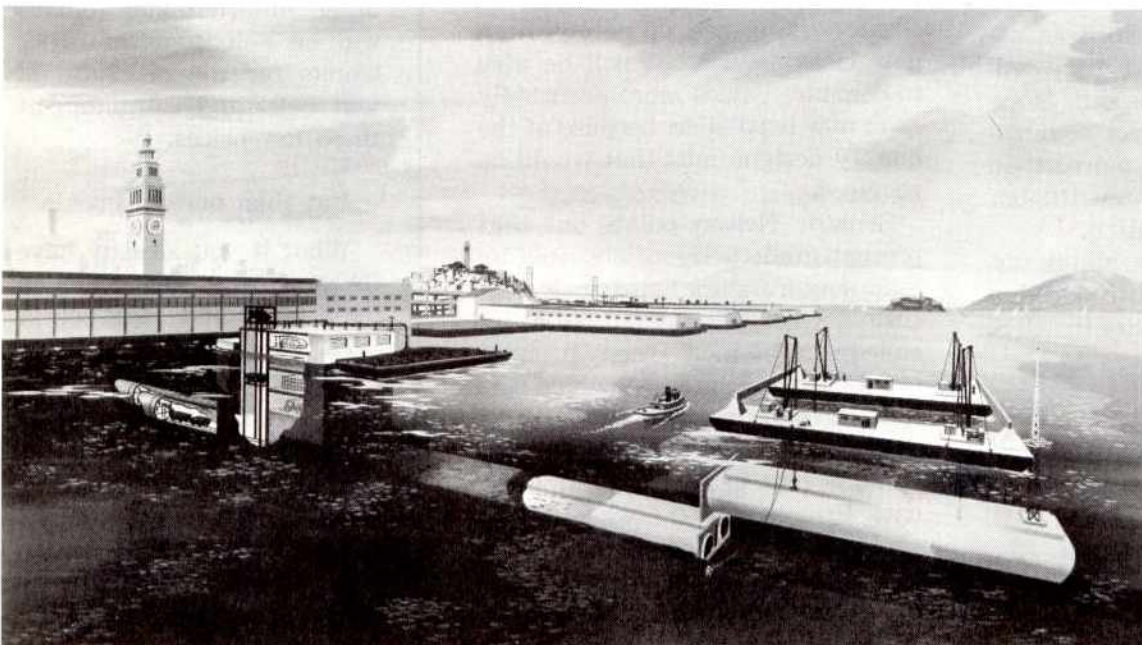
A full-scale model of the final BARTD car is shown shortly after being unveiled at ceremonies in Concord. The detachable forward pod has space for an attendant and automatic train control equipment.



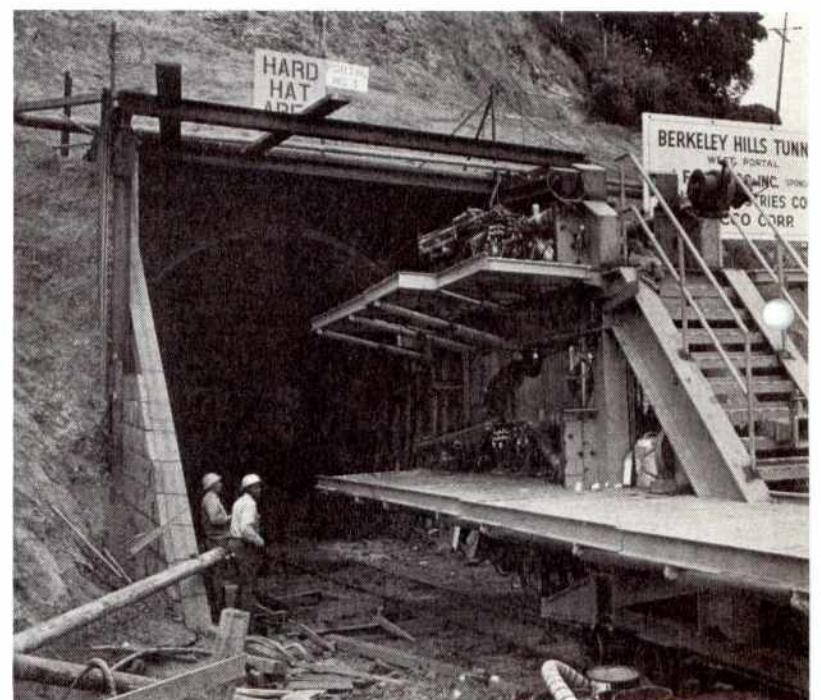
An attendant, sitting in the nose pod of each Bay Area rapid transit train, will monitor performance of the train and, if necessary, will be able to exercise control over the vehicle. Normally all trains will be operated automatically by a central computer.



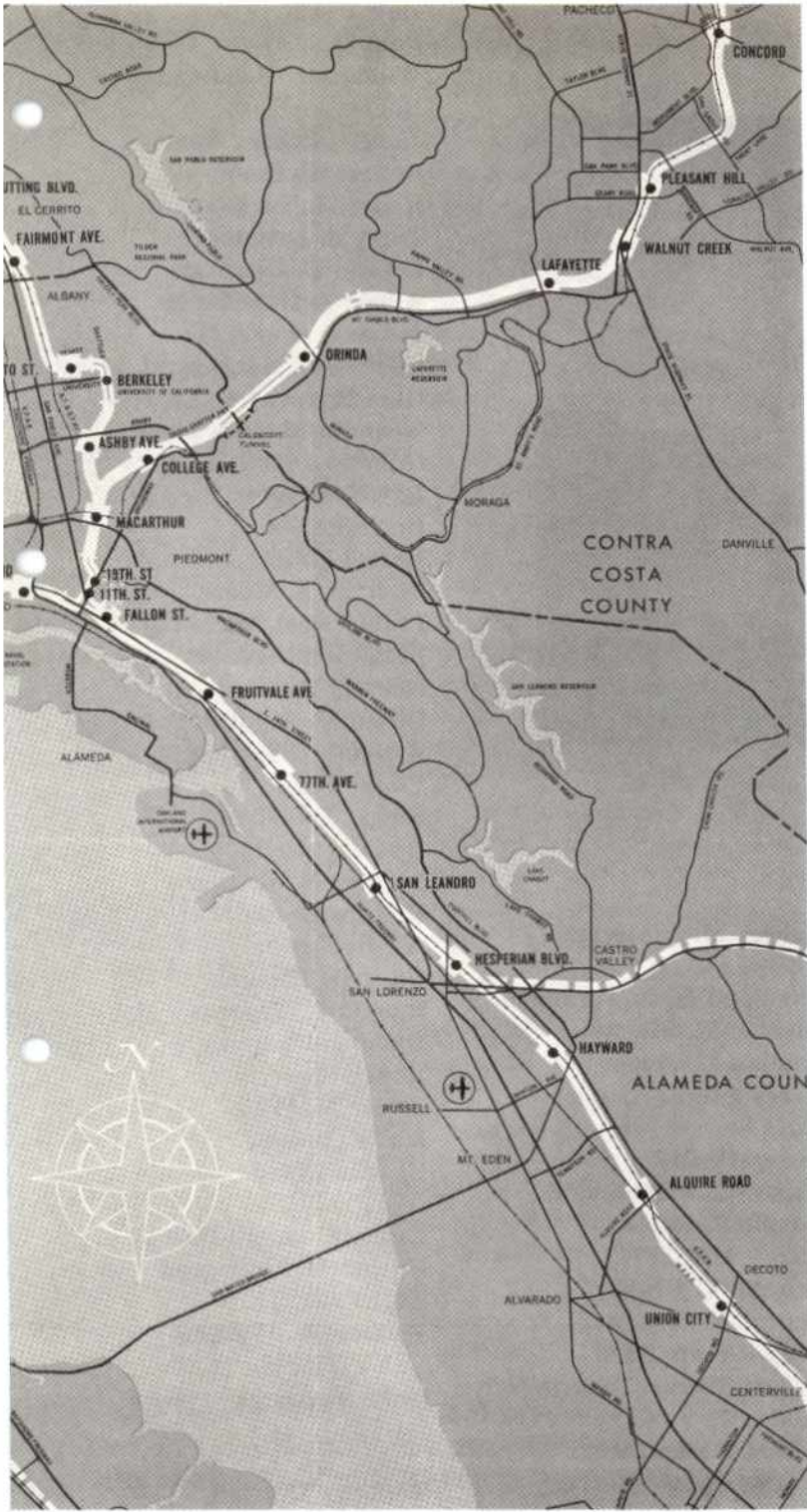
# Progress report on Bay Area Rapid



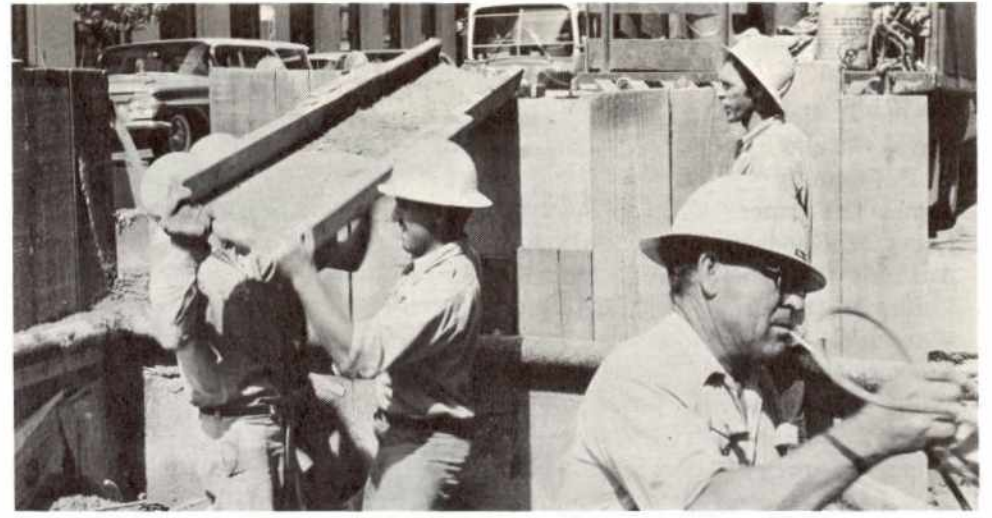
This illustration depicts the various phases of construction of the Bay Area's Trans-Bay underwater rapid transit tube—including a twin-bore tunnel shoreward from the submerged caisson to link up with the downtown San Francisco subway, and by sunken tube assembly outward across the bay toward Oakland. The temporary tower shown mounted on the tube section being lowered to the bay floor is used for survey sighting to insure the tube's proper location on the floor of the bay.



**BERKELEY TUNNEL**—A rig called a "jumbo," which drills holes one of the west portals of the rapid transit tunnels through the B with six drills. After the rig is removed and the dynamite detonate The \$31 million project, awarded to Shea-Kaiser-Macco of Redding Work is progressing from both the Oakland and Orinda portals, at through," in mid-1967.



**Transit**



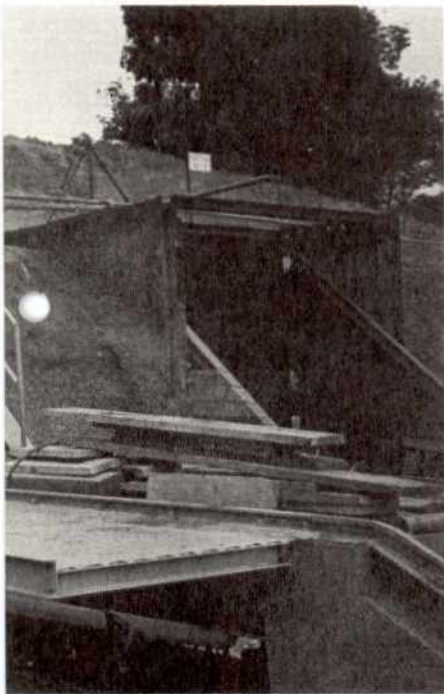
A General Construction crew builds a transformer vault at 14th and Broadway, Oakland, in preparation for the BARTD subway. "Tex" Brantley, right foreground, and Bob Mitchell, center, are identified.



A gantry built specially for the Bay Area Rapid Transit project lifts a 100 ton precast concrete girder into place between two T columns. The girders, each 80 feet long, are being installed on a section of Diablo Test Track in Walnut Creek. This design will be used for the 31 miles of aerial structure in the 75-mile system.



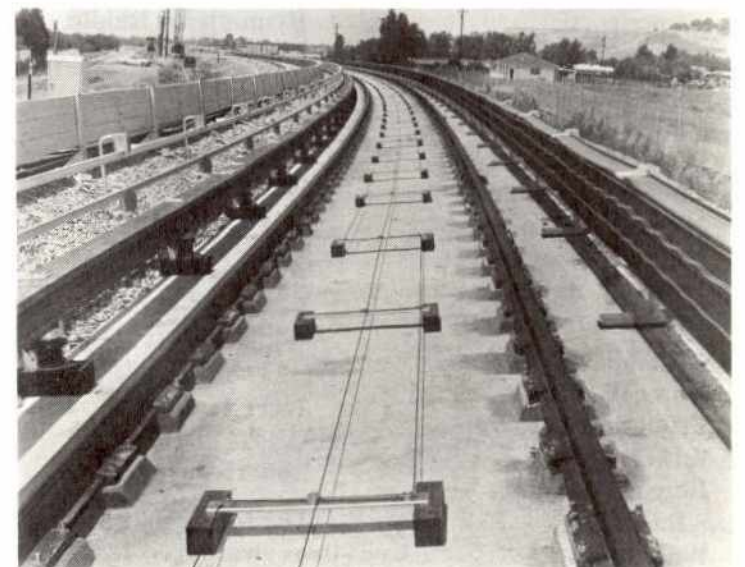
A completed portion of elevated track in Concord.



or planting dynamite, is moved into Keely Hills. Each jumbo is equipped with the rubble is hauled out on rail cars. will be completed in about three years. the miners expect to meet, or "hole



Interiors of the Bay Area's new rapid transit cars have been designed to provide the ultimate in comfort and convenience to the passenger. The car features wide upholstered seats with plenty of elbow room, glare-free lighting focused on the reading plane and large tinted-glass windows to shield from the sun's rays, yet provide a panoramic view of Bay Area scenery.



A Motorman's view on the Concord Test Track.

(Continued from  
last month)

EAST BAY

Jimmie L. Baker  
David Catano  
H. P. Connolly  
James V. Farmer  
Larry M. Goodson  
Anthony V. Juenemann  
Phillip Matuszak  
Warren G. Mercer  
Norman Orr  
Willis S. Robbins  
John M. Stott

SAN FRANCISCO

Eileen A. Barry  
Beatrice Colton  
Richard De Martini  
Jack C. Ellis  
Harry G. Jackson  
Gordon G. Lewis  
Mary E. McKenzie  
Barbara Morgan  
Wendy E. Pickard  
Clyde W. Preston  
Harold R. Pyle  
Sean Reidy  
Harry D. Skelton  
Alfredas J. Tricys  
John L. Trunnell  
Angelyn Turner  
Thomas J. Walkup  
John C. Wemple

GENERAL OFFICE

Joe Corso  
David M. Page  
Robert J. Scolini  
Willie R. Willis

STOCKTON

David Dick  
Lewis W. Sharp  
Willard Shealor

SHASTA

Clinton H. Finley  
Helen P. Moran

SIERRA PACIFIC

Joseph C. Mitchell

DE SABLÁ

Ancel V. Ballard  
Richard W. Chambers  
Wayne Sharp

DRUM

Edward A. Dayen  
Billy R. Hanks

NEVADA IRRIGATION

Jason W. Davis  
Howard F. Serran  
Ralph D. Turner

NORTH BAY

William V. Caldwell  
Willis E. Duane  
Floyd Fumasi  
Bobby W. Hennigan  
Imogene L. Hogue  
Mark A. Parrott  
Michael Perryman  
Danny J. Saylor  
Donald A. Silva

SACRAMENTO

Doris W. Clark  
Franklin E. Morgan

S.M.U.D.

Lloyd E. Wright

U.S.B.R.

William Burke  
Marvin E. Pearson  
Leo Perrin, Jr.  
John A. Sublett



CITIZENS UTILITIES

Faye Henson  
Betty M. Jones

GENERAL CONSTRUCTION

Don W. Algood  
William E. Brazil  
Robert E. Brush  
Ted Butler  
Robert L. Choate  
Wendell L. Davidson

Lyle S. Davis  
Terry Dowdy  
Larry Finch  
Johnny Garcia

Frank E. Haley  
David R. James, Jr.  
Dean K. Kerr  
John H. Lail

A. E. Lewis  
Wayne H. Linton  
Claudie B. Louis  
J. L. Madsen

Robert E. Marlowe  
Del Matthews  
Herman D. McCann

Robert M. Moore  
Henry L. Narron  
Donald R. Neff  
Jon R. Nichols  
Oscar Peichert  
Kenneth W. Riddle

John G. Slater  
Elwood G. Stegall  
Larry Sweet  
Harry Thomas  
Glendell M. Tiner  
Dexter D. Tozier  
Phillip H. Treat  
Hansford M. Whitaker  
Roger Wimbley  
William C. Worthington

UTILITY TREE

Jerry L. Guin

DAVEY TREE

Robert Tucker

The following new applications were received in this office July 1 through July 30, 1965.

NEW -A- APPLICATIONS

CITY OF PALO ALTO

Robert E. Tariton

GENERAL

CONSTRUCTION

Jess J. Cole

OUTSIDE CONSTRUCTION

Andrew J. Bell  
Samuel E. Harris  
Ray Middleton  
Kenneth C. Miller

NEW -BA- APPLICATIONS

SAN JOAQUIN

Randy Dubois  
Manuel D. Gonzales  
Syble King  
Sharon B. Shelton  
Rex F. Wellendorff

COAST VALLEYS

Eddie L. Croft  
Albert Ebow, Jr.  
Beatrice S. Lane

PIPELINE OPERATIONS

Samuel Leroy Adams  
James R. Hare

SAN JOSE

James E. Crockett  
William W. Hardy, Jr.  
Thomas A. Love  
Norman W. Lucas  
Carmen L. Napolitano  
John P. Ordazzo  
Arthur A. Pasquinelli  
Gary Polly  
James D. Richard  
Charles N. Singer  
Larry D. Stephenson  
William H. Storey  
Ronald D. Wise

STAN PAC

Daniel David Mello

EAST BAY

Allen L. Andersen  
Larry W. Craig  
Larry Ray Doukas  
Charles E. Duncan  
Edwin Hilton Horn  
Terry R. Litloff  
Albert A. Olvera  
Douglas L. Pharr  
Harold Wayne Tomason  
Branimir D. Zdunich

SAN FRANCISCO

Roland N. Warner

Robert M. Waterman

HUMBOLDT

Raymond E. Bowermaster  
Michael H. Mackey  
Randall B. Moore  
Harry Storer

SHASTA

James P. Dill  
Harry E. Jackman, Jr.  
Jerrell D. Mills

SIERRA PACIFIC

George V. Crabb  
Robert E. Hopewell, Jr.  
Tony Glynn Reed  
Robert Kerner Shurtloff

DRUM

Gerald E. Keeler  
Robert Miles Steever

PLUMAS SIERRA

Thomas L. Olsen

NEVADA IRRIGATION

Ralph Ellison

NORTH BAY

James Bilderback

SACRAMENTO

Rosie Y. Harter

U. S. B. R.

Carl H. Hall

CITIZENS UTILITIES

Dorothy I. Hardman  
Joe Llamas  
Vivian Sue Wood

GENERAL

CONSTRUCTION

Arnold Bennett Anderson  
William J. Bauman  
Arthur B. Boardman  
Charles W. Bowman  
Larry Brown  
Jimmie Bryan  
Barry R. Chaffin  
Frank Chance  
Brad H. Conner  
Theodore R. Drumgoole  
David Ford  
Johnny Fry  
Robert R. Gardner  
Russell Leroy Genger  
Gary Gibson  
Delbert D. Gossen  
Howard E. Hankey  
Clarence J. Harrison  
George Hawkins

Dale P. Hayes

Paul M. Hayes

William F. Henderson

Robert L. Horn

James Michael Horst

Robert Kierbow

Robert L. La Rose

Terry S. Lattemore

George E. Laurence

Albert Arthur Lucas

James A. Luke, III

Charles G. MacDonald, Jr.

Glen Madsen

Kenneth M. McKibben

Gary Lee McReynolds

Ralph Methvin

Bob Mitchell

Rafael Pimentel Montez

Thomas E. Moore

Phillip Neal Norton

Richard D. Ostrom

Gene R. Overholtzer

Eliseo M. Ramirez

Kenneth Ridenhour

Elmer Robb

Edwin T. Seibert

Lonny L. Self

Wilbert H. Shearer

Charles H. Short

Alf B. Taylor

Gary D. Thomas

Ronald R. Thomas

Raymond Vaughn

Roger Guy Vincon

Edgar M. Willis

Ira W. Wilson

Charles Wood

UTILITY TREE

Ernest Kenneth Darnell

Harold M. Holmgren

Earl Fritz, Jr.

Warren W. Watkins

DAVEY TREE

Gary A. Alpers

Earl Patterson

NOLAN TREE

Timothy O'Brien

New Stewards

The following shop stewards were appointed during July.

PACIFIC GAS & ELECTRIC COMPANY:

Demos V. Cotenias, Jr.,  
Coast Valleys Division  
Francis A. Ruff, De Sabla  
Division  
James H. Dolan, East Bay  
Division

Norman P. French, East  
Bay Division

Michael B. Gibney, East  
Bay Division

Edward L. Schoonover,  
East Bay Division

Kenneth R. Grierson, General  
Construction

Donald F. Kerkhoff, General  
Construction

LeRoy R. Hennig, Humboldt  
Division

Lawrence M. Jones, Humboldt  
Division

Paul Howe, North Bay Division

Richard L. Minor, Sacramento  
Division

(Continued next month)

# Executive Board States Its Vietnam Policy

During the August, 1965 joint Meeting of the Advisory Council and Executive Board of Local 1245, a question arose regarding the policy of Local 1245 on the Vietnam conflict.

This question was referred by the President to the Executive Board for consideration and answer.

Your Executive Board is not generally disposed toward engaging its meeting time in pursuing serious questions concerning the foreign policy of the U.S.A. because such engagement is the proper business of the Congress and the Executive Branch of the U. S. Government.

However, your Board respects the right of the Advisory Council to refer such questions to this elected body for review and response and we therefore offer some comments on the Vietnam conflict for consideration by the members of Local 1245.

1. Our country is engaged in a military operation in South Vietnam which is directed by the President of the United States and supported by the Congress of the United States both of whom were elected by the citizens of the United States to defend the security of our country.

2. While we hold serious reservations regarding the long-range effectiveness of an action such as that presently involving our armed forces in a country which does not have a united front against its internal and external enemies, we have no other choice than to support the present U. S. position in South Vietnam.

3. The threat of the loss of the remainder of Asia to the ideological beliefs of those who oppose our beliefs is a real one and must be met by actions designed to mobilize those forces which if we lose out in the Asian theater must be committed to the protection of Australia, New Zealand and our Pacific bases, which will then form the second line of defense of the Western Hemisphere and the U.S.A.

4. The Anti-U.S. actions directed by leaders in many Asiatic Nations coupled with the political unrest presently found in many Pacific Island nations indicates that the U.S.A. must chart a diplomatic and military course of its own because we note that our traditional world allies, with few exceptions, have "abandoned ship" in Asia and in the Far East Area.

5. We are presently opposed to the use of nuclear weapons in Asia or any other place in the world.

6. We urge that the U.S. delegation to the United Nations work toward effecting a peaceful solution to the present conflict in Vietnam and we urge that President Johnson lend his full support to such efforts despite those elements at home and abroad who would reject such efforts in favor of a nuclear holocaust.

7. We support the general position of the AFL-CIO regarding its support of President Johnson's policy regarding Vietnam but we reserve the right to question the policies of President Johnson, the AFL-CIO, the Pentagon or the Congress, should the constitutional guarantees of civilian control of the military be threatened in connection with the Vietnam crisis or any other crisis at any time.

8. We urge that defense expenditures be prudently and efficiently allocated and utilized and that profiteers be firmly regulated in view of the human lives which are at stake in the Vietnam conflict.

9. We urge that a re-assessment of our policies in Latin America be immediately undertaken in view of the serious deterioration of the U. S. image among the peoples of Latin America which make up the Allies we need for the defense of the U.S. and the entire Western Hemisphere in the event that our wide-spread defense perimeter is reduced by practical necessity.

10. We pledge that the moral and financial forces of our Local Union will continue to be offered in whatever manner our Nation may deem to be appropriate in connection with the defense of real freedom.

The foregoing 10-point statement constitutes the answer of your Executive Board to the complex question referred to it by the Advisory Council and we make it a matter of public record this 2nd day of September, 1965, and order that it be printed in our official publication, the **Utility Reporter**.

Executive Board, Local 1245  
I.B.E.W., AFL-CIO

## OWID water wages Shoot up

(continued from page 1)

provement have yet to be worked out.

This action was taken by the District's Board of Directors at its September 8th meeting. Two meetings between Local 1245's Committee and the District's Labor Committee preceded the Board meeting.

The maintenance group will also be paid time and one half for overtime instead of straight time.

In other action, the Oroville-Wyandotte Irrigation District Board of Directors:

- deferred action until October 6th on Local 1245's request for paid Holidays;

- denied for the present, Union's request for payroll deduction of dues; but,

- agreed to a procedure for employees to present grievances through the Union.

Leland Kline, Business Representative Ron Reynolds and Assistant Business Manager M. A. Walters served on Union's Committee.

## General Construction Stewards Confer in Oakland

By Dean Cofer

On Saturday, September 11, a General Construction Shop Stewards' Conference was held at the Union headquarters building in Oakland. Wielding the gavel for the meeting, **Gar Ogletree**, G. C. Business Representative, assisted **Ronald T. Weakley**, Business Manager and **L. L. Mitchell**, Senior Assistant Business Manager.

Items on the agenda included the announcement of two new appointments to the G. C. Joint Grievance Committee; the formation of a G. C. Steering Committee; the appointment of a G. C. member to the General Negotiating Team for the 1966 negotiations; and discussion of proposed items for contract negotiations.

The two new appointments to the G. C. Joint Grievance Committee are **Joe Mayes**, Sr. Parts Clerk at Davis—and **Dean Cofer**, Station Clerk at McCloud Pit. **Mayes** and **Cofer** were appointed to fill positions on the committee that were formerly held by **Stew Fountain** and **Harold Webber**.



The scene at the G. C. Stewards Meeting in the Oakland Headquarters September 11th.

A Steering Committee was also officially launched at the meeting by **Business Manager Ronald T. Weakley**. The main purpose of the committee is to process negotiation proposals concerning General Construction, and pass along recommendations to the General Nego-

tiating Team. Those appointed to the Steering Committee are **Ed Haynes**, **Chuck Byars**, **Joe Mayes**, and **Harvey Dearstyn**. Alternate members of the committee are **Chris Christofferson**, **Bob Neathery**, **Glen Harradine**, and **John Scheeringa**.

By FRED GOETZ

Many a hunter who has had his dog stolen has regretted failing to take a picture of it.

It's a good idea to take a picture of your hunt dog or dogs. On the reverse side of the pic put the dog's license number and other pertinent information, such as markings, etc. If he is stolen you will have a distinct likeness which can be recognized at a glance. Too often, word-of-mouth descriptions are likely to be misinterpreted.

A good friend of mine whose dog was stolen went a step further. He had a recent snapshot of the dog and the negative. Immediately after the dognapping, he had some prints made from the negative and distributed them to friends, one of whom recognized the dog from the photo. The dog was eventually returned to the owner.

\* \* \*

Every now and then, some specie of big game, a male, shows romantic inclinations toward domestic livestock. Such a rare and productive union was recently consummated on a sheep ranch in northwestern South Dakota. A bighorn ram wandered down from the high country, south of Buffalo, and was seen dallying among a sizable flock of domestic sheep.

In the spring the results were manifest — 11 lambs with short, straight hair instead of wool, ranging in color from whites to nearly black, with a faraway look in their eyes.

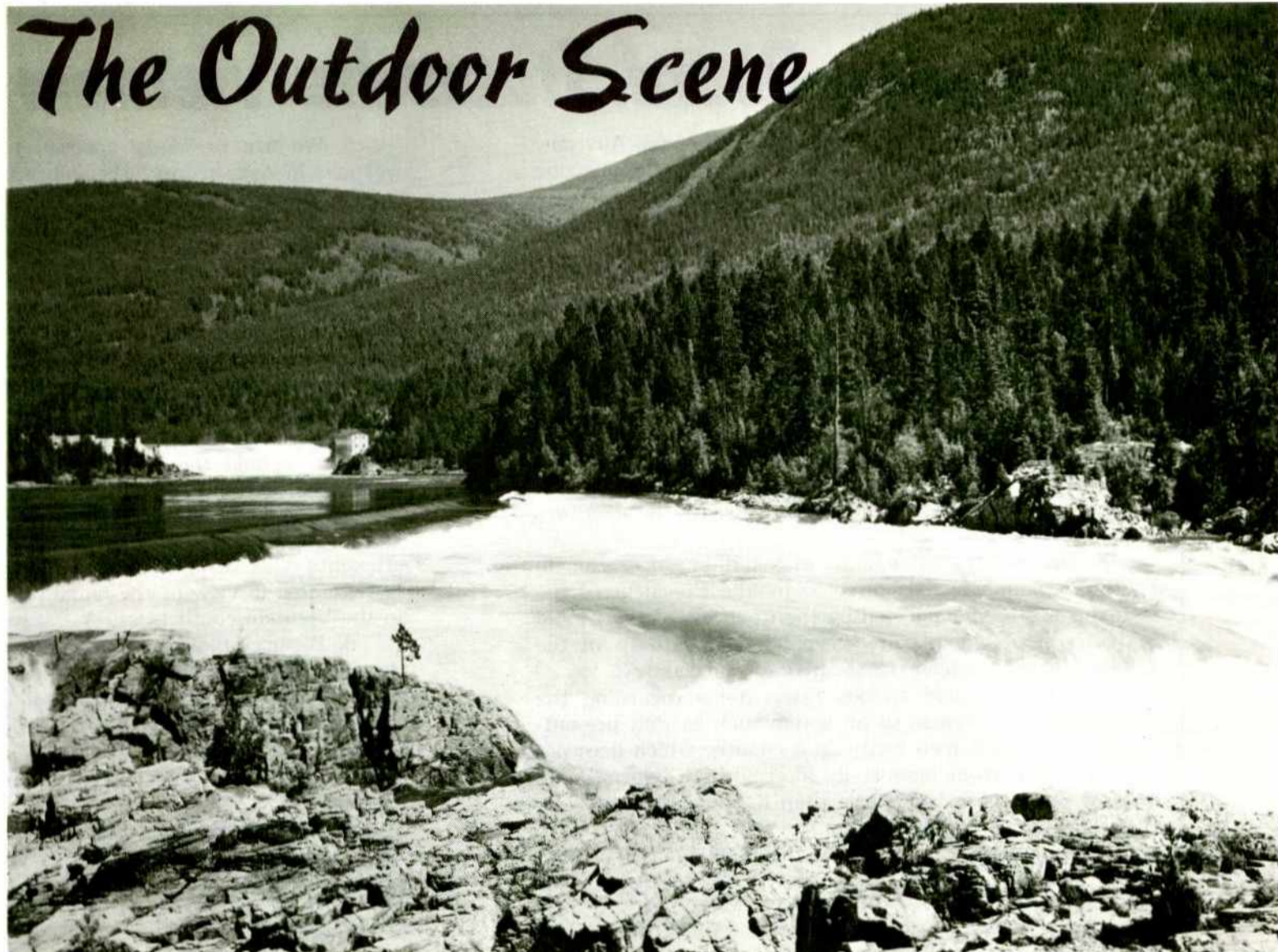
Last we heard half of the strange little hybrids had died but South Dakota biologists were watching the survivors with interest.

\* \* \*

Recent item in this column about cougars, prompts the following letter from Jay Walker of Orofino, Idaho:

"Dear Fred:

"Late in the summer of 1962 my nephew and I were



—Bonnington Falls, Kootenay River, B.C.

on a fishing trip up the Selway River. We had left Selway Falls about four days prior to the incident and were carrying packs, fishing gear, knives, etc. It was here that we met 'the cat,' while heading downriver on a nar-

row trail through a ribbon-width canyon.

"We approached a hitch in the trail when, without warning, a cougar appeared — walking unconcerned toward us. I was in the lead and I turned quickly to my

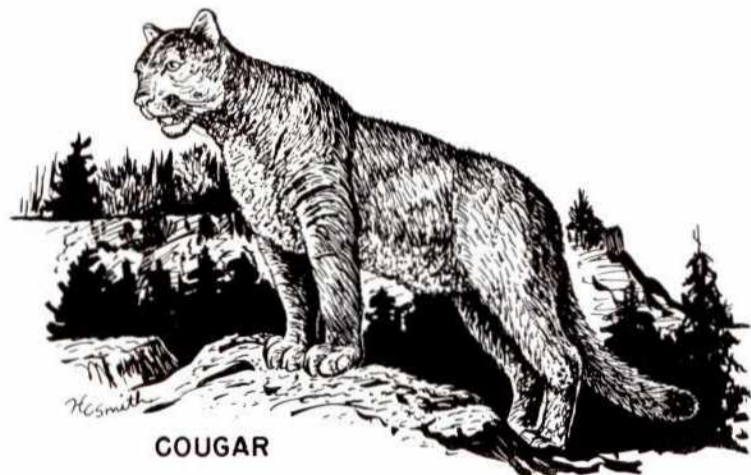
nephew Mike Smith, intending to make sure that Mike also saw the cougar and that he would not panic and run like others I have heard doing in a like situation. Fortunately, Mike stood transfixed.

"The cougar stopped dead in its tracks when it saw us, and studied us with headcocking curiosity. I thought perhaps someone was coming up the trail, prodding the cougar, and she, trapped in this narrow and confining path, would do something desperate. I whispered to Mike of my fears and we eased back to a slight deviation, a small brushy area behind a rock, and managed to hide out of sight. All the time, crouching behind the boulder, we watched the

cougar.

"To my horror the cougar advanced toward our hiding place, crouching as if stalking prey. Whether it was from sheer desperation or impulse, I cannot say, but I suddenly jumped from behind the rock, stamped my foot and yelled, whereupon the cat wheeled about and took off like a jet in the opposite direction.

"As you have mentioned in a previous article Fred, I think cougars are instinctively afraid of man. When I took the initiative, and it dawned on her what we were, she showed her aversion to man but we were both very shook up over the experience even though we have had many a laugh over it since."



**MARIO T. ALBERTI**, from East Bay Division, died on July 5, 1965. Brother Alberti had been a member of the I.B.E.W. since his initiation on March 1, 1956.

**JOHN J. BASHORE**, from San Francisco Division, died on June 4, 1965. Brother Bashore had been a member of the I.B.E.W. since his initiation on July 1, 1963.

**C. J. CURTIS**, from General Construction, died on

## IN MEMORIAM

July 15, 1965. Brother Curtis had been a member of the I.B.E.W. since his initiation on May 1, 1963.

**CLARENCE ELDER**, a pensioned member from Pipe Line Operations, died on July 5, 1965. Brother had been a member of the I.B.E.W. since his initiation on November 1, 1952.

**GEORGE W. GRAVES**,

from Shasta Division, died in May, 1965. Brother Graves had been a member of the I.B.E.W. since his initiation on June 1, 1942.

**LLOYD LAWRENCE**, a retired member from Stockton Division, died on April 20, 1965. Brother Lawrence had been a member of the I.B.E.W. since his initiation on January 1, 1943.

**CLARENCE LEE**, from Stockton Division, died on

June 24, 1965. Brother Lee had been a member of the I.B.E.W. since his initiation on May 1, 1941.

**FRANCIS G. POWERS**, from S.M.U.D., died on July 24, 1965. Brother Powers had been a member of the I.B.E.W. since his initiation on March 1, 1958.

**THOMAS SALAS**, from the Alameda Bureau of Electricity, died on July 9, 1965.

Brother Salas had been a member of the I.B.E.W. since his initiation on February 6, 1939.

**MANUEL A. SALHA**, from San Joaquin Division, died on June 15, 1965. Brother Salha had been a member of the I.B.E.W. since his initiation on March 1, 1943.

**GERALD SHUTTLE**, from San Francisco Division, died on June 21, 1965. Brother Shuttle had been a member of the I.B.E.W. since his initiation on July 1, 1952.