**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. $300 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 undergrounded. 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 McPeck, 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.

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.

**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-
System Negotiators Chosen

(Continued from Page 1)

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.

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 business 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 John Zapian, Employers; 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.
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 others 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 skidded.

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 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 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 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

*In California, new laws backed by the Auto and Safety Glass Manufacturers Association require tire makers to adequately test their products. In many respects the tests required are conducted by the Motor Vehicle Department.

Buckle, buckle
Car and truck

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 retractor, 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 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 detonated, the $31 million project, awarded to Shea-Kaiser-Macco of Redding. Work is progressing from both the Oakland and Orinda portals, as through,” in mid-1967.
or planting dynamite, is moved into Keley Hills. Each jumbo is equipped with plenty of elbow room, glass-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.
Welcome to the new members!

New Stewards
The following shop stewards were appointed during July.

PACIFIC GAS & ELECTRIC COMPANY:
- Degos, V. Coit, Jr., Coast Valleys Division
- Francis A. Russell, De Saba Division
- James H. Doolan, East Bay Division
- Norman P. French, East Bay Division
- Michael L. Gibney, East Bay Division
- Edward L. Schoonover, East Bay Division
- Kenneth R. Grierson, General Construction
- Donald K. Buckman, General Construction
- Charles G. MacDonald, Jr., Sacramento Division
- Dale P. Hayes, Humboldt Division
- Paul M. Hayes, Humboldt Division
- William F. Hendershot, Humboldt Division
- Robert L. Horn, Humboldt Division
- James L. Mitchell, Humboldt Division
- Robert Kierbow, Humboldt Division
- Rode L. La Rose, Humboldt Division
- George E. Lawrence, Humboldt Division
- Albert Arthur Lucas, Humboldt Division
- James A. Lyle, III, Humboldt Division
- Charles G. MacDonald, Jr., Humboldt Division
- Glen Madsen, Humboldt Division
- Kenneth M. Hibbik, Humboldt Division
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- Charles G. MacDonald, Jr., Humbold
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.

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 McClure Pit. Mayes and Cofer were appointed to fill positions on the committee that were formerly held by Stew Fountain and Harold Webber.

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 guarantee 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
L.B.E.W., AFL-CIO

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.

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

The scene at the G. C. Stewards Meeting in the Oakland Headquarters September 11th.
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 picture put the dog's license number and other pertinent information, such as markings, etc. If the dog 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 big horn 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 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 narrow 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 head-cocking 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, whereasupon 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 aver-sion to man but we were both very shook up over the experience even though we 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 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 Elder 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 May 1, 1941.

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 Electrici-ty, died on July 9, 1965. Brother Salas had been a member of the I.B.E.W. since his initiation on January 1, 1943.

GEORGE W. GRAVES, from East Bay Division, died on June 21, 1965. Brother Graves had been a member of the I.B.E.W. since his initiation on January 1, 1952.