

Sierra Pacific Negotiations Near



Tommy Lewis Gas Serviceman **Betty Weber** Senior Clerk Specialized **Carl Kelley** Electrician **Lee Jones** Emergency Relief Op. **Frank Anderson** Lineman **James Bessey** Advisory Councilman **Business Representative Scott Wadsworth**

Members of Local 1245's Sierra Pacific Negotiating Committee, above, are preparing for Negotiations scheduled to start shortly after March 1st. The picture below includes some of the Committee working on proposals during the January 27-29 sessions. A Special Shop Steward's Conference was held in Reno February 12th to discuss this year's bargaining package which will be exchanged with Company proposals on March 1st.



Portola REA Pact Opening

Negotiations with the Portola Rural Electrical Association are expected to start shortly after Local 1245 serves notice March 1st, Business Representative Scott Wadsworth reports.

YOUR Business Manager's COLUMN

By Ronald T. Weakley

At press time, this writer is on vacation and will be back prior to our joint Advisory Council and Executive Board meeting of February 26th and 27th.

Our 1966 bargaining program is well underway and we shall be prepared to enter the negotiations arena with our major employers by March.

My office reports that we hit the 11,000 mark of membership this month. Our organizing drive will continue toward the next goal — 12,000 members.

The meeting hall at Union headquarters has been humming with (continued on page two)

I. O. Reports on Utility Wages

A 3.7 per cent wage increase was the average negotiated by the IBEW for 1965 on 144 properties, Utility Operations Director Dick Rapattoni reported at the Regional Utility Conference held in San Francisco the first week in February.

Speaking before delegates (including Local 1245's General Ne- (continued on page two)

utility reporter

VOL. XIII No. 10 OAKLAND, CALIFORNIA FEBRUARY, 1966
Official Publication of I.B.E.W. Local Union 1245, AFL-CIO, 1918 Grove St., Oakland, Calif. 94612

PG&E Advisory Subcommittees Meet in Oakland

Pictured below are 4 of the 6 Advisory Subcommittees to Local 1245's General Negotiating Committee on the PG&E system. The Electric and



The Gas Department Advisory Subcommittee — left to right: Lafayette Wicht; John Zapian; Wayne Weaver, Co-Chairman with Zapian; Bernie Tanksley; Dick Frapwell (foreground); James Coe; Business Representative Frank Quadros; Royce Herrier; and Dwain Zahn.



The General Services Advisory Subcommittee — left to right: Everett Williams (partially off camera); Charles Booth; Ermano Paganini, Chairman; Charles De Laune; Bob Lowe (in from the Decoto pipeyard); Raymond Edwards; and Business Representative Jim McMullan.

Steam Advisory Committee meetings were scheduled later in the month, after this issue had gone to press. Mark Burns, Jr., Ken Fournier, Orman Gaspar, Errol Hall, Craig Harris, and Gene Sheldon, make up the Electric Advisory Subcommittee under the co-chairmanship of Ron Fields and Bill Fleming from the General Negotiating Committee. George Bailey, Francis Brady, Howard Cleary, Arthur Delgado, Don Hardie and Bill White make up the Steam Advisory Subcommittee under the chairmanship of Howard Darington, IV. The purpose of the Subcommittees is to advise the General Negotiating Committee for the February 26-27th joint Advisory Council-Executive Board sessions and PG&E negotiations starting March 15th.



The Clerical Advisory Subcommittee — left to right: Dick Fleming, Chairman; Joan Bynum; Gloria Gonzalez; Jim Alaniz; Shirley McPherson; Sam Clement; and Sonja Romera.



The General Construction Advisory Subcommittee — left to right: Dean Cofer, Chairman; Eddie Haynes; Harvey Dearstyn; Business Representative Gar Ogletree; Frank Day; and Joe Mayes.

Please mail change of address to 1918 Grove St., Oakland, Calif. 94612

(Name) (Address) (City) (State) (Zip Code)

Automation and the Blackout

A Guest Editorial By International President Gordon M. Freeman
Reprinted from "The Electrical Workers' Journal" January issue.

Our entire nation was shocked last year by the massive power blackout in the Northeast section of our country. The power failure was extensive, of long duration, and it was dangerous to the citizens affected. It is not surprising that the President of the United States asked the Chairman of the Federal Power Commission, Joseph C. Swidler, to make a thorough investigation. He, like the citizens whom he represents, had a big question in mind—Why? How did it happen? And even a bigger admonition—"It must not happen again!"

Because the business of generating light and power and transmitting it is our business and has been for 75 years, and because the IBEW represents more than 90 per cent of the organized workers in the power and light industry, we feel that this power failure and its cause is a subject our Brotherhood knows something about. Therefore, your editor in his position as President of the IBEW, contacted Mr. Swidler offering to cooperate fully with the Commission in its investigation, and suggesting causes which plunged several of our states into complete darkness.

We in the IBEW have been fearful for a long time that just such a situation would develop. We have seen the personnel requirements in the generating stations manned by IBEW employes, "slashed to the bone" in many sectors. We have watched with increasing misgivings the ever-growing trend toward installation of unmanned substations. We have regretted sincerely the loss of jobs to our membership, but we have also had concern for the public we serve. We have feared that too much automation would cause a serious power failure someday. So now it has happened. And the manual skills of electrical workers were needed to restore light and power to the great City of New York and to all the other communities, large and small, which suffered in the blindness of the blackout.

We recall certain statistics, which statistics we also called to the attention of the FPC. In the 10-year period 1953-1963, the electrical light and power industry generated a 106 percent increase in kilowatt hours. However, during that same decade, the number of non-supervisory workers, manning the power stations, etc. dropped 8 percent. During the past 15 years, labor costs in the industry have dropped 70 percent.

The companies are making money. And we sincerely believe they wish to give the best possible service to the public. Shouldn't they then—the interlocked power stations—refuse to return to the position they were in

YOUR *Business Manager's* COLUMN

By RONALD T. WEAKLEY

(continued from page one)

activity. Our committees have been screening proposals, developing research assignments and perfecting arguments in support of our bargaining programs. It is very encouraging to witness the diligence with which these many committees attack the problems and develop the areas of solution, using on-the-job knowledge to do so.

There is no reason to doubt the resourcefulness nor the leadership ability of those who are charged with the development of our bargaining programs. We shall also provide able and experienced teams which will negotiate with the employer teams across the tables.

Lest we become too confident too soon, let us remember that the employers with whom we deal are represented by very able spokesmen whose experience is equally important.

Our negotiators must, of course, depend upon field support for their efforts at the bargaining tables.

Once we set our goals, we must reconcile attainment to the realities of employer opposition as well as to the acceptance factor of those we represent. This is a hard row to hoe but we're ready and able to proceed.

The people on the job will decide whether or not the results of our efforts are worthy of majority acceptance at the time when these results are submitted for vote in accordance with our democratic procedures.

I am happy to report that Senior Assistant Manager L. L. Mitchell is making a good recovery and before very long, he will be back with us. His work pace will be kept at a minimum for some time to come, but his experience and counsel will be tapped as we swing into the big job of negotiations this Spring.

"Mitch" says hello to all of our readers and sends his sincere thanks for all of the kind messages and other tokens of esteem which came his way over the past weeks.

To PREVENT Blackouts...



on November 1, 1965 when they were placing such complete reliance on automation?

Doesn't their duty to the public include maintaining sufficient skilled workers to outlaw massive power failure for all time in the future?

We of the IBEW believe that the big blackout of 1965 was due to too much confidence in widespread automated processes. We can only hope that the Federal Power Commission will take steps to see that power stations are adequately manned for emergency conditions in the future so that we can say with confidence in the months and years ahead—"It can't happen here."

Rapattoni reports

Largest utilities pay best

(continued from page one)

gotiating Committee) from locals throughout the 8th and 9th Districts — Rapattoni indicated that the average wage rates were also greatest on the largest properties.

The average wage rate for 12 companies having revenues over \$200 million (which includes PG&E) was \$3.93 an hour in 1965; while for companies with revenues between \$100 million and \$200 million (which includes San Diego Gas and Electric), it was \$3.70 an hour; and for companies with revenues between \$50 million and \$100 million, \$3.68, and so on. The only exception was in the company category having revenues between \$25 million and \$50 million where the average bounced back up to \$3.72. The overall average was \$3.79.

While the average wage increase was 3.7 per cent, Rapattoni declared, the increase in revenues of Class A and B utilities was 5.6% for the first 10 months of 1965 —

and the increase in profits was a whopping 8.8 per cent. Dividend payments to stockholders during the first 11 months of 1965 went up 7.4 per cent.

The revenues of privately-owned utilities have increased 492 per cent between 1937 and 1964 and net profits have increased 369 per cent for the same period, he pointed out.

Assistant Utility Director Charles Tupper indicated the gas industry was in good financial shape also. Gas sales rose during 1965 to a national total of \$7.4 billion — up 4 per cent over 1964, he declared.

The Regional Utility Conference also discussed other subjects vital to the industry. The Federal Power Commission's report on the north-east blackout, the construction status of 500 kv transmission lines around the country, atomic desalination as a utility operation, WEST, and LAMPAC were some of the subjects discussed.

— "The Corvair affair" How safe is your car?

by Sidney Margolius

Consumer Expert for The Utility Reporter

A big demand is building up to get Detroit to design its cars for greater safety. The car makers may find the public clamor hard to resist this time, especially since the alternative may be government laws imposing safety standards.

Car manufacturers recently have found picket lines of doctors, lawyers and businessmen in front of their auto shows. U. S. Sen. Gaylord Nelson (D., Wisc.) has proposed a law to finance government research and testing of safety features. Sen. Abraham Ribicoff (D., Conn.) will soon hold hearings on the entire problem of auto and highway safety. Several states are passing laws of their own requiring specific features.

The whole point is, experts do not believe that the several safety features made standard instead of optional on this year's cars really solve the need for safer cars. They feel Detroit has emphasized speed and style, and has sought to save on production costs at the expense of safety. You can be made safer in your car by additional safety features without drastic redesign of cars, and much safer by thorough redesign that would put safety first.

The government itself will require that the cars its General Services Administration buys in 1967 must have additional features. Some of these now are available as options which you can order if you plan to buy a new car even this year, depending on the make.

These include padded dash and visors; safety door latches and hinges; anchorages for seat belt assemblies and seats; dual brake systems; safety glass; safety tires and rims; dual speed windshield wipers and washers; glare resistant dashboards; dash light brake

warning; four-way flasher to flash all signal lights simultaneously to warn of danger, and impact-absorbing steering wheels and columns.

The GSA requirements also will seek to provide more uniformity among different makes when safety is involved. All the cars it buys will have to have uniform bumpers and the same automatic shift arrangement.

These features will be standard on the cars the government buys, but not necessarily on yours. However, the GSA requirement is of some help since these features then will be more widely available as options than now. As noted, some already are. The safety options would add to the cost of your car. But certainly safety tires are a better investment than merely fancy-looking tires as white or colored walls, and backup lights than a deluxe radio.

One of the most useful features GSA will require is a dual braking system, with a second master cylinder in case the first one loses its fluid. Curiously, these have been available now only on one of the lowest-price makes (Rambler), and one of the costliest (Cadillac).

It costs about \$50 to have an additional master-cylinder installed after you buy a car, our technical consultant advises. But it would cost only \$5 at the factory he estimates.

The New York AAA, in fact, has asked that state's legislature to make dual brakes mandatory on all cars beginning with 1968.

One present auto feature, the tinted glass found on many cars, was criticized at a recent Iowa state-sponsored conference as hazardous at night.

Even the new GSA specifications do not improve car safety enough, experts say. Dr. Paul

Buyers' Bailiwick

G.I. Consumers get Credit "Bill of Rights"

by Helen Nelson
California Consumer Counsel

If your sons or daughters are associated with the armed services and therefore buy at military base stores — their credit rights are protected by a recent Defense Department directive.

Here are some key provisions of this credit "bill of rights" for which California's civilian consumers have fought so long:

1. **Referral rackets are prohibited.** The Directive forbids offering rebates, commissions, gifts or other remuneration as an inducement to the transaction.

2. **Deficiency judgments are banned** on installment sales of all goods including automobiles. If the goods are repossessed and sold for an amount less than the balance due on the contract, the military consumer cannot be sued for the deficiency. In California, civilian

consumers have this same safeguard except when buying autos on time. State law permits deficiency judgments on installment sales of autos.

3. **Cooling-off period.** Armed forces personnel are allowed to cancel an installment sales contract any time prior to delivery of the goods or services. California civilian consumers last year worked for legislation that would allow them 3 days to reconsider and cancel contracts signed with door-to-door salesmen, but the proposal did not pass.

4. **Installment sales contracts** must reveal the creditor to whom payments will actually be made, if other than the seller. This will alert the buyer that his contract will be sold to a finance company or other financing institution.

Gikas, who was a consultant to the GSA, has called the specifications "nothing to brag about."

Other safety features which experts would like to see are a back window defogger, cornering lights, and an automobile roll-bar for added protection if a car accidentally rolls over on its top. Others have suggested independent rear suspension, hydraulic bumpers, and disc brakes (now available as an option on some makes).

The suspension design of cars, even though somewhat improved in 1966, has long been a source of criticism. Detroit gives you a bil-lowy ride at the expense of stability, one expert points out.

Much of the rising demand for safety and even government testing has been caused by the accidents involving earlier Corvair models. In recent years some 500 lawsuits were filed against G.M. for alleged defects in the Corvair. Many of these incidents occurred in 1960, '61 and '62. In many of these suits it was charged that these early-model Corvairs unexpectedly went out of control and crashed.

In a new book, **Unsafe at Any Speed**, Ralph Nader, an attorney who has long studied auto safety, charges that the suspension system on the earlier Corvairs was unsatisfactory under certain circumstances, such as a sudden

swerve or cornering at high speed. This problem occurred especially if the tire pressure was not quite right for the stability of the car. The Corvair is a rear-engine car.

Other complaints were that there was a tendency toward over-steering and insufficient stability in strong winds at high speed.

This problem is considered to be corrected on the later models of Corvair by improvements in the suspension system. In fact, testimony at one of the trials revealed that as early as 1961 G.M. was providing the option of factory-installed kits including heavier suspension springs and shock absorbers, a front stabilizer bar and rear-axle rebound straps. Independent accessory manufacturers also offered equipment designed to reduce excessive tucking-under of the rear wheels on corner or other stress situations, Nader reports.

In at least one case, G.M. settled out of court. In several other instances, it won in court. In one case, in California, it was brought out that the woman driving the Corvair in the accident had only a learner's permit.

This helped save G.M. in that suit. But any car ought to be safe enough for learners too. The Corvair affair shows how government testing, as sought by Senator Nelson, can help prevent such dangers.



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

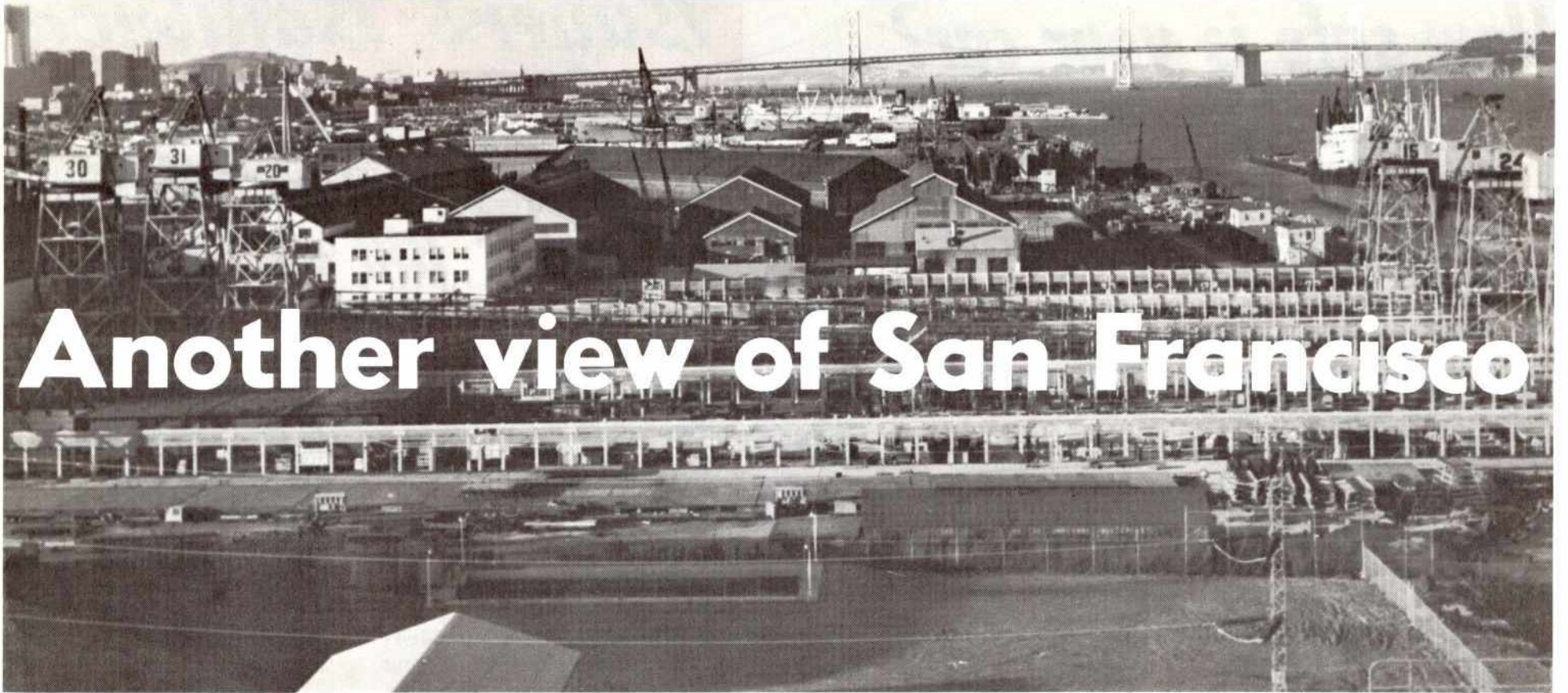
Executive Board: Leland Thomas Jr., Marvin C. Brooks, William R. Miller, Andrew A. Clayton, Albert G. Callahan, Anthony J. Boker, James M. Lydon, James H. Fountain.

Published monthly at 1918 Grove Street, Oakland, Calif. 94612 by Local Union 1245 of the International Brotherhood of Electrical Workers, AFL-CIO.

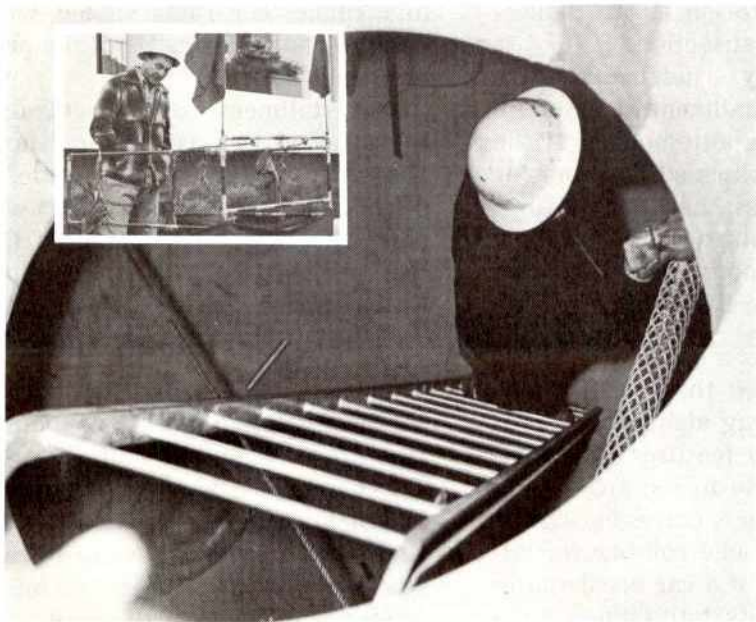
Second Class postage paid at Oakland, California

POSTMASTER: Please send Form 3579, Change of Address, to 1918 Grove St., Oakland 12, California.

Subscription price . . . \$1.20 per year. Single copies, 10 cents



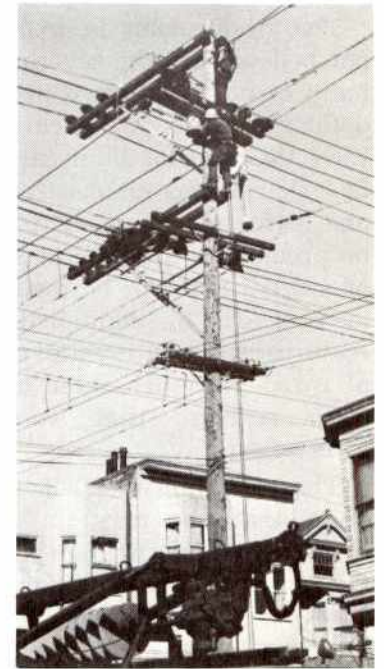
Another view of San Francisco



Kimie Patterson's view of The City is often down through a manhole when pulling cable for the proposed Market Street Subway, as we see here.



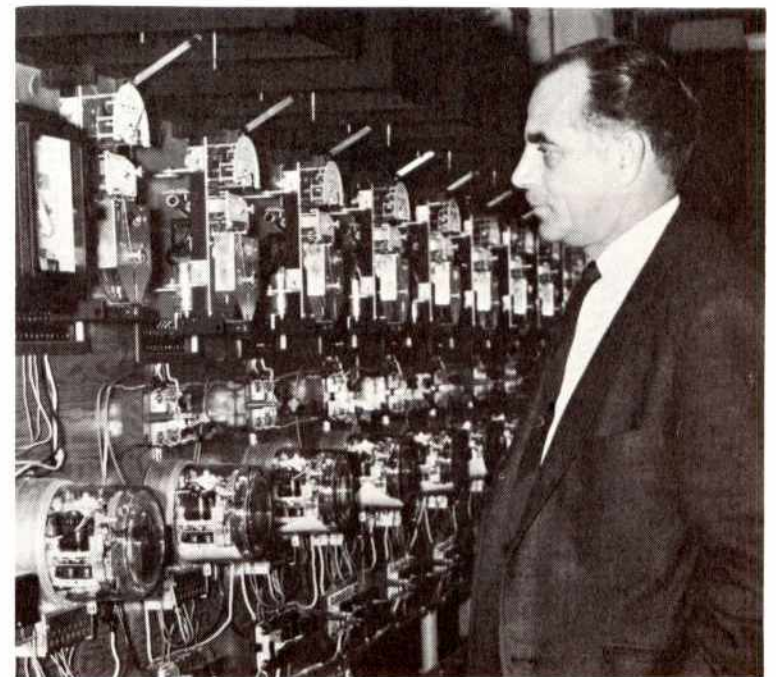
"Where or where has my Cartman gone?" wails Cable Splicer Patterson. "To the top of the new Wells Fargo building to complete installation of transformer banks" (underground jurisdiction here extends 43 stories up, please note), says the Cartman, hastily grabbing another view of The City.



This is Line Subforeman Denis Scannell and Lineman Hank Blunck's view of the City as they reroute a 12 kv feeder for the Southern Freeway.



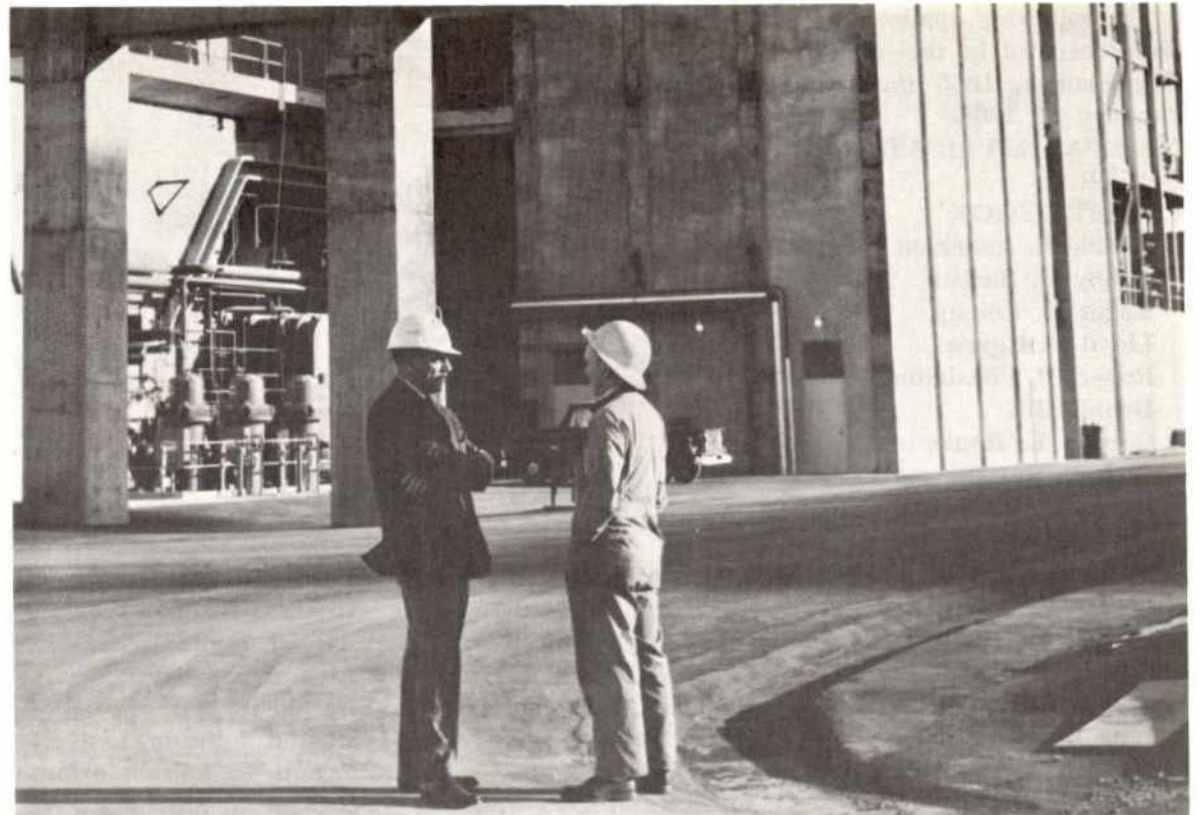
Senior Control Operator Bill Hamil "sees" the City's needs in the electric load it demands of the new Potrero Power Plant.



Soon this will be PG&E's way of "viewing" the City and County of San Francisco's electric usage — on a tape recording meter. Business Representative Foss, no stranger to this department, looks the test installation over.



Senior Line Truck Driver George Koskela, right, and Apprentice Lineman Mike Perryman work on Scannell's crew at 22nd and Minnesota, near Potrero Hill.



Business Representative Foss and Instrument Repairman Dick Steel talk as we view the late afternoon sun hitting Potrero Power Plant.



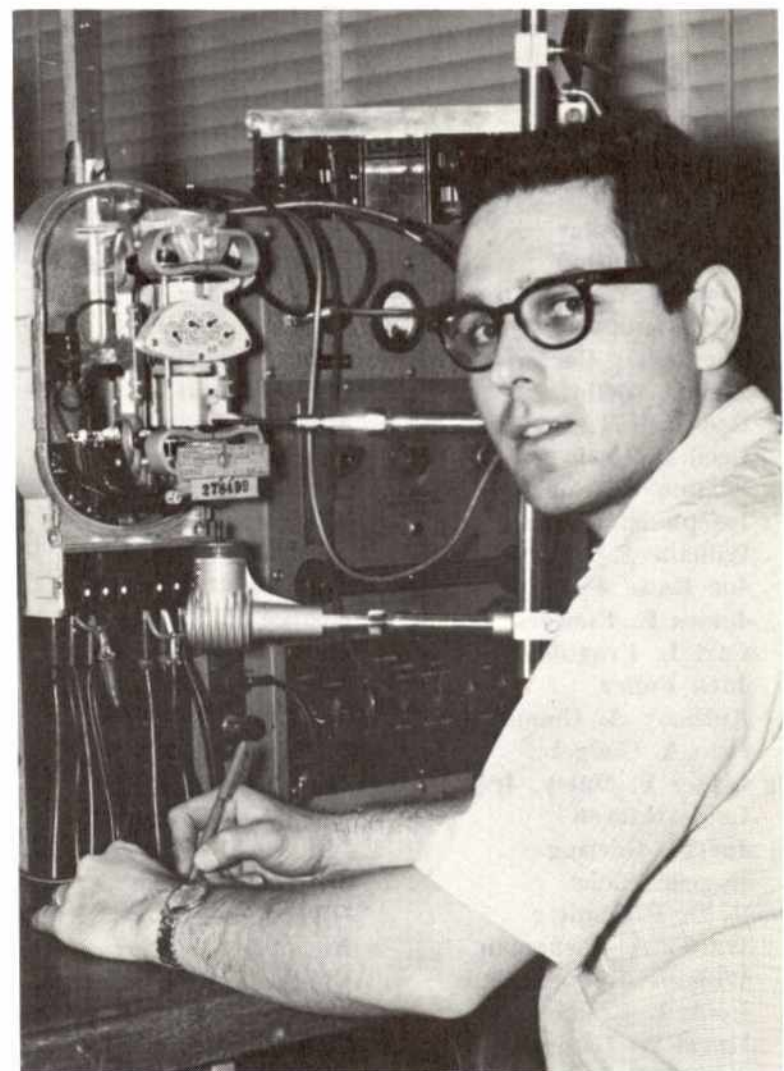
Local 1245's San Francisco Grievance Committee meets for coffee at "Mi Casita De Paja" at 18th and Folsom before the monthly meeting. The Committee members shown left to right, are Business Representative Larry Foss, Chris O'Grady, John Pickens, Rocco Fera (Union's Chairman), and Jim Alaniz.



At the joint S.F. Division meeting, both committees listen to the reading of a grievance by Personnel Assistant Glenn Lawson (at the far end of the table). Other members of Company's committee are E. E. Strand (Joint Chairman), G. S. Brand, D. W. Phipps, H. G. Thomas, and L. T. McKelvey (foreground).



So you don't think you can run out of pavement in San Francisco and bog down a line truck. The Potrero Hill gas holder identifies where Line Subforeman Dave Delee, left, his climber, Bill Pharis; and Senior Line Truck Driver Bob Sloan (not in this picture) — came to grief in some sand back fill provided by the City Water department.



Apprentice Meterman Dan Speck gets an insight into the City through the condition of the meters he tests in "the old sugar house."

The following applications were received in this office December 1, 1965 through January 21, 1966.

NEW "A" APPLICATIONS

GENERAL

CONSTRUCTION

Arnold B. Anderson
 Bobby D. Barber
 Roger R. Coigny
 Lloyd D. Eggen
 Robert P. Fitzsimmons
 Dennis Hill
 Gordon L. Houle
 Jack D. Harpe
 Raymond H. Huff
 Gary Loos
 M. E. Medinas
 W. L. Mitchell
 Russell M. Moon
 Roy E. Robinson
 Robert L. Rumfelt
 John Sanchez
 Stephen F. Schwilling
 Clifford Teschendorf
 Charles W. Walker
 S. M. U. D.

William A. Sullivan

OUTSIDE LINE

CONSTRUCTION

Henry C. Cook
 Cleo W. Reed

"BA" APPLICATIONS

SAN JOAQUIN

Cecil Amos
 Donald E. Choate
 Morris L. Davis
 William M. Heitkotter
 Earl D. Jones
 Lance Karber
 Louis O. Lawrence
 Darrell D. LeMoss
 Rudy D. Montanez
 Kenneth L. Nelson
 Michael E. Newton
 Benjamin H. Rasmussen
 Don Rose
 Charles Vorhees

MERCED IRRIGATION

DISTRICT

Carl L. Avelar
 Roy Ballentine
 Johnnie A. Baptista
 Neal Campbell
 Thomas E. Carter
 Thomas Bello
 Roosevelt T. Combs
 Cecil D. Cook
 Shelton W. Cook
 Joseph N. Coulson
 William E. Elkins
 Joe Enos, Jr.
 James E. Flowers
 Carl L. Fragulia
 Jack Fuller
 Anthony A. Giannone
 Otto A. Gudgel
 Lester F. Haley, Jr.
 Louie Hansen
 Joe M. Herring
 Eugene Hicks
 Keith P. Hunter
 Walter A. Jueneman
 William A. Jueneman
 Louis E. Kindle
 David W. Langley
 Joseph A. Lawrence
 Joe D. Leonardo
 John P. Maisano



Members

Albert Mancebo
 Charles C. Mancebo
 Clyde E. McDowell
 Charles A. Parish
 William A. Pimentel
 Harry Probert
 Kenneth E. Reding
 Virgil L. Rogers
 Louis L. Russell
 Anthony Sarmento
 Marvin B. Schroeder
 William Soito, Jr.
 Cecil H. Sims
 William C. Smith
 Haskel C. Suit
 Paul V. Taylor
 Floyd G. Treat
 Aladino Unti
 Robert G. Walker
 Maynard C. Ward
 Leslie G. Wilde
 Paul H. Wisely

COAST VALLEYS
 Gary T. Champagne
 Marvin E. Dotson
 Jimmie R. Gollihar

PIPE LINE OPERATIONS
 Vernon Cooke
 Carl E. Cottengim

SAN JOSE
 Francis P. Allen
 Harold H. Calkins
 Jorge P. Campos
 A. Thomas Carvell
 Ernest W. Coughlan
 H. A. Fisher
 James L. Godley
 George W. Howard
 Leo J. Koski
 Jean Luttringer
 John J. Mares
 Dominic J. Mauro
 Elda Mehlhaff
 Federico J. Najar
 Coleman B. Noell
 George F. Pierner
 John W. Rice
 Steven Rubin
 Joseph G. Valentino

CENTRAL STORES
 Cornelis Kurvink
 Ronald L. Nichols

EAST BAY
 Tillmon E. Allen
 Gilbert A. Ard, Jr.
 Richard A. Bermel
 Phillip J. Brooks
 Thomas Chechowitz
 David L. Cheek
 Clifford F. DeRosia
 Larry H. Dickason, II
 B. J. Ferrario

Leroy L. Foster
 Henry Friedman
 Arnold James Grissette
 Clyde G. Hardy
 Gerald Howell
 Huston Johnson
 Rudolf F. Lanzendorfer
 George M. Machado
 Evelyn M. Morgan
 Gerald A. Pittore
 Carl Porter
 Clifton D. Ramsey
 Albert G. Reed
 Rick Rentschler
 Gary R. Robbins
 James E. Roy
 Tracy T. Thorson
 Stanley E. Tollakson
 James P. Williams

SAN FRANCISCO

Philip H. Adams
 Leo A. Barba
 Dennis M. Glynn
 Sherman W. Hawkins
 John William Hughes
 Pierre G. Guedez
 Jerry W. Parrish
 Nick J. Poppin
 Joseph D. Santos, Jr.
 Dennis C. Silvester

GENERAL OFFICE

Bettie Charles
 Concetta Mahoney
 Daniel E. O'Connor

STOCKTON

Dot Martin, Jr.
 Thomas Menley
 Michael W. Murray
 George M. Pierovich

ALAMEDA BUREAU OF ELECTRICITY

Thomas E. Harbison

SACRAMENTO TRANSIT AUTHORITY

Elmer C. Peterson

HUMBOLDT

Lillie J. Mattice
 Charles R. Smith

SHASTA

Gerald W. Sutton

SIERRA PACIFIC POWER

Robert Canilao
 Barbara M. Moist

DE SABLA

David G. Ostrander
 John L. Warren, Jr.

PLUMAS-SIERRA

Warren Brueggeman

NEVADA IRRIGATION DISTRICT

Paul E. Sparks

NORTH BAY

Sammy E. Brown
 Lester L. Felkins

Lloyd Fourshey
 Joseph Frankina
 Myrick Gafford
 Allan Pimentel
 James Guy Smith
 John Wagner, Jr.

SACRAMENTO

James T. Atcher
 John E. Beauchamp
 Leonard E. Feltus
 James G. Goforth
 Albert E. Halbrook
 Albert E. Sandoval
 S. M. U. D.
 Richard R. Bordisso
 Donald Frazier
 Vivian S. Rees

CITIZENS UTILITIES

Martin F. Eck, Sr.
 Mary L. Flower
 A. L. McDaniel

GENERAL

CONSTRUCTION

Jimmy H. Altom
 M. P. Artemieff
 Terry L. Barnes
 Warren O. Barnes
 Bill Bell
 Virgil M. Borges
 Chester L. Bottorff
 Johnny W. Boydston
 Jerry B. Branch
 Jon W. Bright
 James B. Burrows
 Edward L. Buys
 George R. Cannon
 J. Isabel Chavez
 Bill Counterman
 Lenard L. Daniels
 Ralph Devers, Jr.
 James A. Druecker
 Bill G. Ellis
 Dennis Falachi
 Edward G. Fischer
 Thomas M. Gans
 Douglas Gasper
 Bill P. Graziose
 Larry R. Griffith
 John F. Haberle
 Ronald Hamer
 Robert W. Hard
 Victor Harrison
 Dan Hensley
 Tim Hinman
 Donald W. Holcombe
 Ted B. Honey
 Donald R. Hood
 Harold H. Huartson
 Taylor Dwight Hunt
 Wilburn Johnson, Jr.
 William W. Joiner
 Harvey L. Keller
 Marvin E. Kelley
 Joseph G. King
 Ronnie Knight
 Troy E. Lienau
 Leonard Marcussen
 Carl L. Mayes
 Gordon E. McCord
 Keith W. McKnight
 Robert Miller
 Terry L. Morris
 Gary Munson
 Thomas A. Nordseth
 M. H. Olson
 Steve Pedrazzi
 Bob L. Potter
 Robert Powers
 Ralph L. Richardson
 James C. Riggs
 Johnny M. Rockwell, Jr.

Jere Rohe
 Bob Rush
 Wilbur O. Sauer
 Richard A. Scafiro
 Arthur R. Schatz
 Floyd R. Sheppard, Jr.
 J. R. Smith

Robert E. Smith
 Tommy R. Smith
 Bob D. Stewart
 Jack E. Stone
 Michael G. Sullivan
 Ras Swoffard
 William Tappan
 John F. Trenam
 Norman Turman
 Jacque G. Vadnais
 Richard Valentine
 Dale Vaughn
 Gary D. Watson
 Allen K. Westover
 Emmet L. White
 Terry L. Woods
 Jerry D. Woolf
 Fred E. Zabell
 Bobby Zuspan

UTILITY TREE

Daniel Griffith

Michael G. Hazen

DAVEY TREE

John R. Peters

SOHNER TREE

Donald H. Harvey

PACIFIC TREE EXPERT

George W. Jacobs
 Lloyd G. Tilley

Retired Members

Albert J. Smith, retired October 31, 1965. Brother Smith is a member of De Sabla Division.

Joe R. Toscano, retired September 1, 1965. Brother Toscano was a member of San Joaquin Division.

Werner Von Dorp, retired July 1, 1965. Brother Von Dorp was a member of East Bay Division.

William G. Zocher, retired June 1, 1965. Brother Zocher was a member of East Bay Division.

CHESTER P. CLAUSEN, retired on January 1, 1966. Brother Clausen was a member of Coast Valleys Division.

BEN B. DE CARLO, retired on December 31, 1965. Brother De Carlo was a member of North Bay Division.

VICTOR DOUTY, retired on December 31, 1965. Brother Douty was a member of San Joaquin Division.

WILLIAM FAULKNER, retired November 1, 1965. Brother Faulkner was a member of North Bay Division.

JOHN D. GHIRLANDA, retired on October 1, 1965. Brother Ghirlanda was a member of San Jose Division.

Nominate IBEW Convention Delegates at Your April Unit Meeting

MONDAY, APRIL 4th

3025 Klamath Falls
Labor Temple - Hall A
220 Main Street
7:00 PM

TUESDAY, APRIL 5th

1117 Wasco
Power Club
7:00 PM

1123 Merced
Desert Inn Motel
1983 Childs Ave.
7:30 PM

1211 Salinas
American Legion Hall
14 W. Laurel Dr.
8:00 PM

2311 Oakland
Porter Hall
1918 Grove Street
8:00 PM

2412 S.F. Gas-Steam
War Memorial Center
6655 Mission St.
Daly City
8:00 PM

2513 Jackson
Carpenters' Hall
Sutter Creek
1/4 Mile So. Highway 49
7:00 PM

3011 Sacramento Transit
Authority
Labor Temple
2525 Stockton Blvd.
7:00 PM

3024 Redmond
L-Rancho Motel
7:00 PM

3112 Garberville-Weott
Fire Hall
Garberville
7:30 PM

3413 Feather River
Injun Jim School
7:00 PM

3511 Auburn
20th Dist. Fairgrounds
Pleasant St. - Gate 3
(1st Bldg. on the right)
7:30 PM

3717 Fort Bragg
Eagles' Hall
Corry & Alder Sts.
7:30 PM

3811 Sacramento
Labor Temple
2525 Stockton Blvd.
8:00 PM

WEDNESDAY, APRIL 6th

1114 Taft
Power Club
7:30 PM

1124 Los Banos
Firemen's Hall
7:30 PM

1214 Watsonville-Moss Landing
American Legion Hall
Center Street
Watsonville
8:00 PM

1511 San Jose
V.F.W. Hall
430 S. 4th St.
8:00 PM

2316 Concord
I.B.E.W. Hall
Pacheco
8:00 PM

LOCAL 1245 NOMINATES INTERNATIONAL CONVENTION DELEGATES IN APRIL

Nominations for delegates to the International Convention of the I.B.E.W., which is scheduled to convene on September 19, 1966 at St. Louis, Missouri, will be open at the April Unit Meetings in accordance with the Local's By-laws.

Article III sets up the procedure for nominating candidates. (The following excerpt is from Article III: its specific language is controlling.)

ARTICLE III

Section 6. Provides that nominations shall be made under a special order of business at 8:30 P.M. at your April Unit Meeting.

Section 11. Provides that nominees shall have been members in good standing for two years prior to April 1, 1966. A nominee should not have his name recorded in the minutes as a candidate if he knows he does not qualify.

Section 12. Provides that a member, in order to qualify as a candidate, must be in attendance at the Unit Meeting at which he is nominated. The only exception to this is if the member notifies the Local Union's Recording Secretary in writing, on or before April 1, 1966, that he will run if he is nominated.

Attend your April Unit Meeting at the locations listed below and participate in this important function of your Union:

3021 Sandpoint
Travelers Motel
7:00 PM

3023 Touchet
Fire Station
7:00 PM

3111 Eureka
Veterans' Memorial Bldg.
10th & H St.
7:30 PM

3411 Chico
Veterans' Memorial Bldg.
Washington & Esplanade
7:30 PM

3513 Grass Valley
Labor Temple
Neil & Church St.
7:30 PM

3714 Ukiah
Labor Temple
Radio Station KUKI Road
8:00 PM

3911 Sacramento Municipal
Utility District
Dante Club
2330 Fair Oaks Blvd.
8:00 PM

THURSDAY, APRIL 7th

1112 Bakersfield
Plasterers' Local
26 Bernard Street
7:30 PM

1113 Madera
Lee's Motel
17126 Highway 99
7:30 PM

1212 Monterey
Carpenters' Hall
738 Hawthorne
8:00 PM

2411 S.F. Elect., Garage &
Warehouse
War Memorial Center
6655 Mission St.
Daly City
8:00 PM

2511 Stockton
Labor Center - Hall B
2626 N. Calif. St.
8:00 PM

3022 Rosalia
Longhorn Cafe
7:00 PM

3216 Trinity
The Gables
Weaverville
7:30 PM

3417 Paradise
Retail Clerks' Bldg.
Skyway
7:30 PM

3716 Napa
Labor Temple
1606 Main Street
8:00 PM

3813 Placerville
Grange Hall
7:30 PM

3611 Marysville
Sheriff Dept. Bldg.
End of 2nd St. at Yuba
City Airport
7:30 PM

TUESDAY, APRIL 12th

1115 Dinuba
Memorial Building
7:30 PM

1217 Paso Robles
Paso Robles Inn
1103 Spring
8:00 PM

1312 Needles
Needles Lions Club
River and Front Sts.
7:30 PM

2011 Tracy (Standard Pacific
Gas Line)
Farm Center Club House
Delta Road, Knightsen
8:00 PM

2301 East Bay Clerical
Doric Hayward Motel -
Century Room
Jackson and Mission Blvd.
Hayward
7:30 PM

2314 Hayward
Southern Alameda Co.
Labor Temple
1050 Mattox Road
8:00 PM

2517 Sonoma
I.O.O.F. Hall
8:00 PM

3612 Colusa
Atwood Hall
Fairgrounds
7:30 PM

3812 Vacaville
Eagles' Hall
7:30 PM

3815 Davis
East Davis Park Bldg.
1000 Chestnut Street
8:00 PM

WEDNESDAY, APRIL 13th

1111 Fresno
Progressive Home Club
2630 E. Weldon
7:30 PM

1215 San Luis Obispo
Veterans' Memorial
Grand Avenue
8:00 PM

1311 Barstow
Conference Room
Barstow Fire Hall
209 N. First Street
7:30 PM

1512 Belmont
Good Shepherd Hall
1336 - 5th Avenue
8:00 PM

2401 S.F. Clerical
Sheraton-Palace Hotel
Market & New
Montgomery Sts.
5:30 PM

2515 Modesto
Labor Temple
604 - 10th Street
7:30 PM

3212 Redding
Retail Clerks' Bldg.
Locust & Garden Sts.
7:30 PM

3311 Reno
Reno Musicians' Hall
124 W. Taylor Street
7:30 PM

THURSDAY, APRIL 14th

1102 Bakersfield Clerical
Hacienda Motel
7:30 PM

1121 Coalinga
Cambridge Inn
100 Cambridge Ave.
7:30 PM

1216 Santa Maria
Veterans' Memorial Bldg.
Pine and Tunnel Sts.
8:00 PM

2211 Oakland General
Porter Hall
1918 Grove Street
8:00 PM

2516 Lodi
Veterans' Hall
351 S. Central
7:30 PM

3213 Burney
Veterans Memorial Hall
Highway 299
7:30 PM

3312 Lake Tahoe
Carpenters' Hall
Highway 50, Al Tahoe
7:30 PM

3613 Oroville
Eagles' Hall
Meyers & Montgomery St.
7:30 PM

3814 Woodland
Girl Scout Cabin
430 Grand Avenue
7:30 PM

TUESDAY, APRIL 19th

1513 Santa Cruz
Laborers' Temple
2960 Soquel Avenue
7:30 PM

2514 Tracy
Eagles' Hall
East Highway 50
7:30 PM

3712 Santa Rosa
IBEW Local 551 Bldg.
1429 Santa Rosa Ave.
Rear of Roller Rink
8:00 PM

WEDNESDAY, APRIL 20th

1501 San Jose Clerical
Santa Clara County Blind
Center
101 N. Bascom
8:00 PM

3711 San Rafael
Painters' Hall
701 Mission Avenue
8:00 PM

4012 Susanville
Mt. Lassen Hotel
Lassen Street
7:30 PM

THURSDAY, APRIL 21st

2312 Richmond Electric
Carpenters' Hall
242 - 11th Street
7:30 PM

4013 Alturas
Hacienda Motel
Highway 299
7:30 PM

OVER 65?

March 31st is the deadline for Enrollment in Medicare Plan "B" at \$3 per person, per month.

(Plan "B" covers doctors' bills and other services not in Plan "A".)

Contact your nearest Social Security Office. If you don't make this deadline you won't have another chance 'til 1967.

Gas Serviceman saves baby on Christmas Eve

by Orville Owen

Gas complaints are handled on Christmas Eve, just like any other night, and for Gas Serviceman Henry Mendez working out of the Sunnyvale office in San Jose Division, this was a routine request for service. Routine until the customer's 18-month-old baby toppled off the living room couch and landed on the floor head-first.

The infant cried briefly, then

stopped. She was no longer breathing! The color drained from her face. Her mother became hysterical. Her father attempted mouth-to-mouth resuscitation — to no avail.

Henry Mendez then took the baby and applied mouth-to-mouth until she started to breathe again. He had saved the baby's life.

When he was sure the little girl was okay, he departed into the night to attend to other gas service requests.

Later, at home with his family, the infant's mother called to thank him and tell him the tot had suffered no permanent damage on that Christmas Eve when a babe, and faith, were reborn.

Most cherished item of tackle I own is a time-worn spin reel, one of the original Airex Mastereels, sent me by the "Old Master" who has since passed on—Bache Hamilton Brown, the man who established, almost single-handedly, spin fishing as an integral form of angling in America.

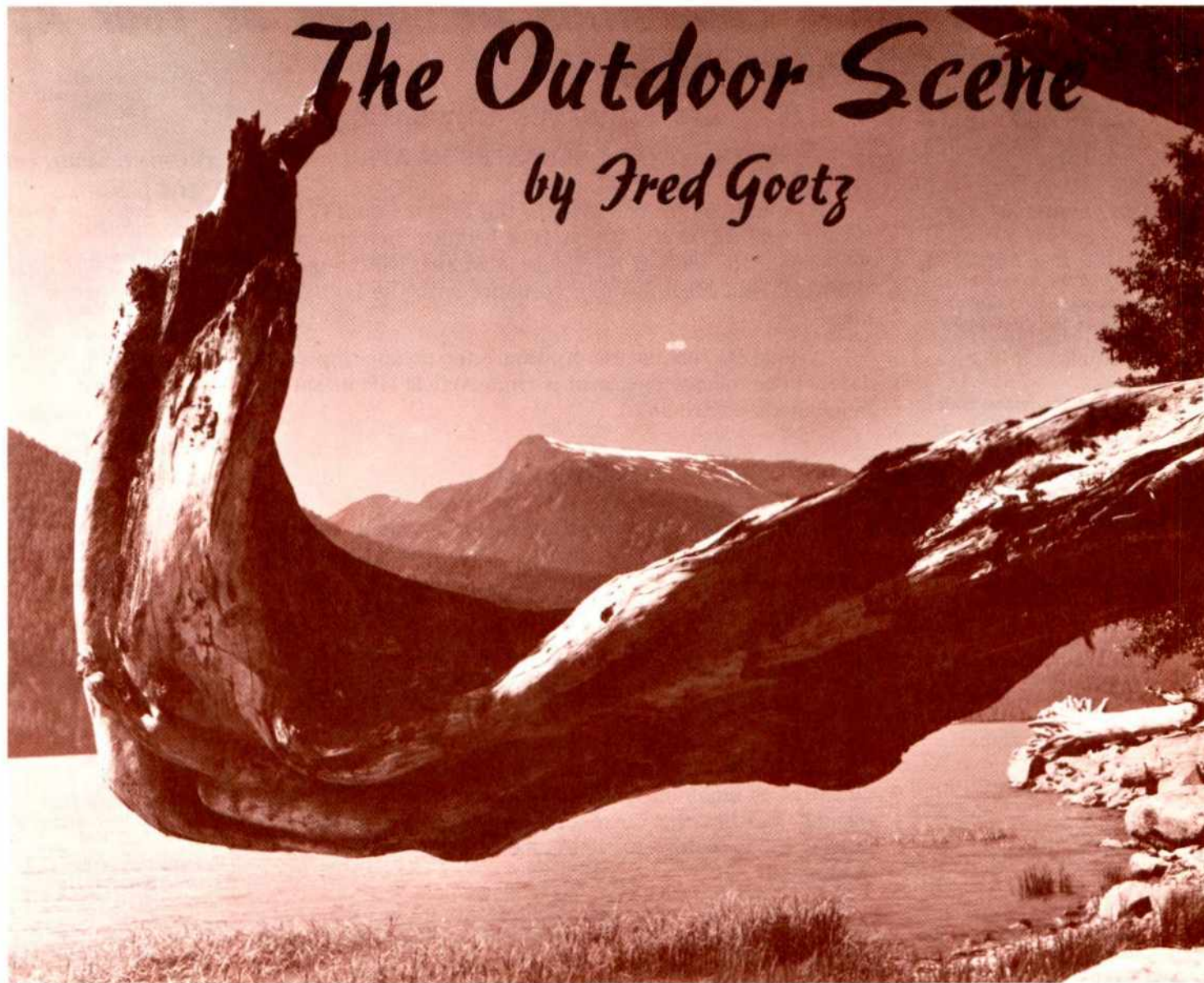
Bache, who learned to spin fish in England and France, toured the United States with a reel of his own design, giving demonstrations to anyone who would watch and listen—from large groups to individuals, selling a few reels here, a few there. It was "a rough go for little dough," and oftentimes he'd travel a 100 miles or so out of his way to demonstrate the new technique to a jobber or a dealer. Too bad he wore himself out and died before witnessing his new method become the most popular type of angling in the land.

My memory train chugs back to 1949. In my file is a letter from Bache, an answer to an inquiry about the new method, a six-page letter from his sick bed in the Doctors Hospital in New York City where he was recuperating from a gall bladder operation. It detailed the "why's and wherefore's" of spinning and he included a 40-page booklet on the subject he had written in 1941; revised in 1948. It is still amazingly up to date.

On February 3rd, 1957 at Sarasota, Florida, Bache Brown, age 65, went to meet his maker. As you effortlessly spin-flip a lure or bait from boat or bank, pause if you will and top the topper to Bache. To him belongs the lion's share of credit for introducing this pleasant, trouble-free form of angling to Americans.

I wouldn't be surprised if he's sitting "up there," right now, smiling down from a fleecy white cloud on the millions of anglers who, were it not for easy-to-operate spin gear, might have never got "the hang of it." Bless you for that, Bache.

• • •



Along the Skeena

The following letter from Nick Matulich of 2148 Holbrook Drive, Concord, California:

"Dear Fred:

"Thought perhaps Outdoor Scene readers would like to hear about the steelhead fishing that Dan Wright and I had on the Trinity River. Honest Fred, it was fabulous; we really got in to 'em. I've been fishing for steelhead over 35 years now and I've never seen it so hot as it was on the Trinity this past fall. I'm enclosing a pic of a catch that Dan and I made. We kept the six shown here and turned back seven.

"The steelies you see illustrated



here tipped the scales over 40 lbs., the largest going around 12 lbs. It didn't seem to make much difference what we used; everything

seemed to work. Most of the fish were caught with F-7 flatfish, any color, and fresh steelhead roe. One day I hooked 15 fish, retained a limit and released the rest, a once-in-a-lifetime experience and a treasured memory that I'll keep 'til the end of my days."

• • •

While on the subject of migratory rainbow trout, otherwise known as steelhead or steelies, we're reminded that chilling winds, cold rains and slow-lifting fog now shrouds the northwest. This might well be an unwelcome condition to some but not that characteristic foul-weather angler—the steelhead fisherman.

Steelheaders are well aware of that familiar situation where Mr. Ironhead takes off like a jet downstream and by virtue of some stream-bank impediment, they are unable to follow him.

I learned from the old timers that it's a good idea on this occasion to slack off some line—say about 15 yards or so. Chances are the "slack" will be swept downstream in the current, creating a sort of "bowed line" in back of the sulking steelie. The pulling pressure of the line; now behind the fish, will oftentimes prod it into a mad dash upstream.

When this situation develops I reel in quickly as possible, regaining slack line. When you're back in a "tight line" position, the steelie is likely to be upstream, in a much better position for beaching.

Measure this "slack off" advantage against the possibility of hanging up. I did and came up with the conclusion: "Nothing ventured, nothing gained."



Santa Cruz Unit 1315
invites you to its
Annual Dinner Dance
at "Facelli's"
175 Cliff Drive
on Saturday, March 19th
at 8:00 p.m.
For tickets and further
information
Contact Gil Santos at the
Santa Cruz Service Center