Sierra Pacific Negotiations Near

Tommy Lewis, Betty Weber, Carl Kelley, Lee Jones, Frank Anderson, James Bessey, 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.

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 Steam Advisory Committee meetings were scheduled later in the month, after this issue had gone to press. Mark Burns, Jr., Ken Fournier, Orman Gasper, 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 Herdie and Bill White make up the Steam Advisory Subcommittee under the chairmanship of Howard Dartington, 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 Gas Department Advisory Subcommittee — left to right: Lafay- ette 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 Pogonini, Chair- man; Charles De Laune; Bob Lowe (in from the Decoto pipeyard); Raymond Edwards; and Business Representative Jim McMullan.

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

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

PG&E Advisory Subcommittees Meet in Oakland

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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-
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 plagued 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 employees, "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 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 outline 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."

To PREVENT Blackouts...

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 the 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.

Rapattoni reports

Largest utilities pay best

(continued from page one)

Negotiating 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 P&G&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 7.7 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 northeast 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.
How safe is your car?
by Sidney Margolis
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., Wis.) 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 over safety, 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 it General Services Administration buys in 1967 must have additional features. Some of these are now 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 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 lower-price makes (Hambler), 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 $55 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 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 or 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 hill- ing ride at the expense of safety, 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 oversteering and insufficient stability in high-speed driving.

This type in consideration 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 1962 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.
Senior Control Operator Bill Hamil "sees" the City's needs in the electric load it demands of the new Potrero Power Plant.

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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 Koskelo, right, and Apprentice Lineman Mike Perryman work on Scannell’s crew at 22nd and Minnesota, near Potrero Hill.

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 Aloniz.

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 backfill provided by the City Water department.

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

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).

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 during January 1, 1965 through December 31, 1965.

NEW “A” APPLICATIONS

GENERAL

CONSTRUCTION

Arnold B. Anderson
Bobby D. Barber
Roger R. Coigny
Lloyd D. Eggan
Robert P. Fitzsimmons
Dennis Hill
J. R. Smith

OUTSIDE LINE

Construction

Stephen F. Schilling
Clifford Teschedorf
Charles W. Walker

S. M. U. D.

William A. Sullivan

“BA” APPLICATIONS

SAN JOAQUIN

William A. Sullivan

OUTSIDE LINE

Johnnie A. Baptista
Michael E. Newton
Kenneth L. Nelson

SAN FRANCISCO

Neal Campbell
Roy Ballentine
Darrell D. LeMoss
Earl D. Jones
Donald E. Choate

Toscano was a member of De' Sabla Division.

William A. Jueneman
Chester L. Bottorf
Johnny W. Boydson
Jerry B. Branch
John W. Bright
James B. Burrows
Edward L. Buys
George K. Cannon
D. E. Furlong
Henry C. Cook
Jack D. Harpe
Gordon L. Houle
Roger R. Coigny
Bobby Zuspan
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San Joaquin Division.

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

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

Benjamin H. Rasmussen

John R. Peters
Mike F. Eck, Sr.

Brother Faulkner was a member of North Bay Division.

Retired Members

Albert J. Smith, retired September 1, 1965. Brother Albert was a member of De' Sabla Division.

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

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

William G. Zecher, retired June 1, 1965. Brother Zecher 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 E. 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.
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 13, 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:

THURSDAY, APRIL 7th

- At the Labor Temple in San Francisco, 2525 Stockton Blvd., at 7:30 P.M.
- At the V.F.W. Hall in Daly City, 2630 E. Weldon Avenue, at 7:30 P.M.
- At the V.F.W. Hall in Los Banos, 2011 Tracy, at 8:00 P.M.
- At the V.F.W. Hall in Livermore, 2175 Center Street, at 8:00 P.M.
- At the V.F.W. Hall in Placerville, 100 Cambridge Ave., at 7:30 P.M.
- At the V.F.W. Hall in the town of Chico, 7:30 P.M.

WEDNESDAY, APRIL 12th

- At the Veterans Memorial Building in Eureka, 2011 Whitney Avenue, at 8:00 P.M.

MONDAY, APRIL 14th

- At the Labor Temple in Santa Barbara, 1216 Santa Barbara Avenue, at 8:00 P.M.

TUESDAY, APRIL 19th

- At the Labor Temple in Sacramento, 2525 Stockton Blvd., at 7:30 P.M.
- At the Labor Temple in Visalia, 2211 Oakland General Ave., at 8:00 P.M.
- At the Labor Temple in Stockton, 2000 Magnolia Avenue, at 8:00 P.M.
- At the Labor Temple in Fresno, 2525 Stockton Blvd., at 7:30 P.M.

THURSDAY, APRIL 21st

- At the Labor Temple in Stockton, 2000 Magnolia Avenue, at 8:00 P.M.
- At the Labor Temple in Fresno, 2525 Stockton Blvd., at 7:30 P.M.
- At the Labor Temple in Stockton, 2000 Magnolia Avenue, at 8:00 P.M.
- At the Labor Temple in Fresno, 2525 Stockton Blvd., at 7:30 P.M.

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 — no avail.

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

When he was sure the little girl was okay, he drove 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 returned.
Most cherished item of tackle I own is a time-worn spin reel, one of the original Airex Masterreels, 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.

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 shroud 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