

Voluntary and Open Membership

Your co-op values customer service, day in and day out



MESSAGE FROM GENERAL MANAGER ALAN LESLEY

WHEN ELECTRIC CO-OP MEMBERS look at the Seven Cooperative Principles, some might question whether co-ops really live up to the first principle, Voluntary and Open Membership.

It is a fair question. There is a two-part answer.

First, it's important to remember that when CECA was first being formed back in 1938, every potential member had the option to refuse service. It might be hard to believe today, but

there are numerous stories from electric co-ops throughout the country when the farmer said, "No, thanks. We are doing fine with kerosene." Over time, of course, they changed their minds and became members of the co-op.

Because offering electric service comes with a sizable cost, most people and businesses in co-op territory have only one choice if they want to connect to the grid and receive electricity. That situation might evolve in the future, but for most people, the best option now for safe, reliable and affordable power is your electric cooperative.

Today, electric co-ops focus on the second part of the principle, Open Membership. All residences and businesses in the service territory of CECA are welcome to receive power. By providing electric service and being an active part of our community, co-ops continually strive to ensure that your membership offers value to you.

Your co-op welcomes your participation in the governance of the organization through the election of a democratically elected board of directors. As a locally owned and controlled utility, a co-op is in an ideal position to understand the needs of its members and can quickly respond to help ensure that the membership receives the best service possible.

Members are encouraged to suggest improvements to the co-op's operations and, unlike large investor-owned utilities, many of which serve millions of customers, you can be assured that a real person in real time will receive your ideas.

All cooperatives, whether your credit union, farm co-op, telephone co-op or any other of the thousands of co-ops that exist in the U.S. today, operate by these Seven Cooperative Principles:

- 1. Voluntary and Open Membership**
- 2. Democratic Member Control**
- 3. Members' Economic Participation**
- 4. Autonomy and Independence**
- 5. Education, Training and Information**
- 6. Cooperation Among Cooperatives**
- 7. Concern for Community**

By abiding by all of these principles integrated together, CECA is able to serve your needs every day.



Welcome, Jesus Morales



PLEASE JOIN US IN WELCOMING THE NEWEST MEMBER of our CECA family. Jesus Morales (also known as Jesse or Chuy) will be serving CECA as a night dispatcher. Morales was born in Brownwood. He attended Brownwood and Comanche High Schools and graduated from Comanche in 2010. He then joined the U.S. Marines, where he concurrently attended Central Texas College. Morales received an honorable discharge from the Marine Corps October 6, 2014, and returned to Comanche from his base in Oceanside, California. "I enjoy small-town living and all that comes with it," says Jesse. "Hunting, fishing and a quiet stroll on a dirt road."

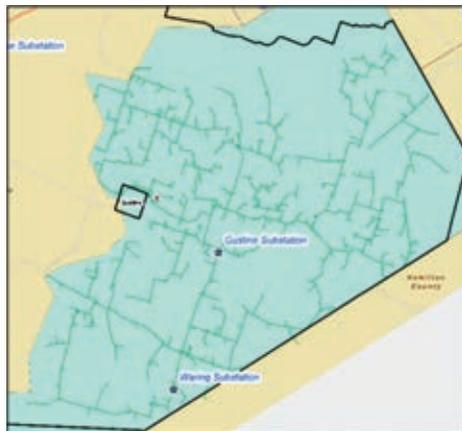
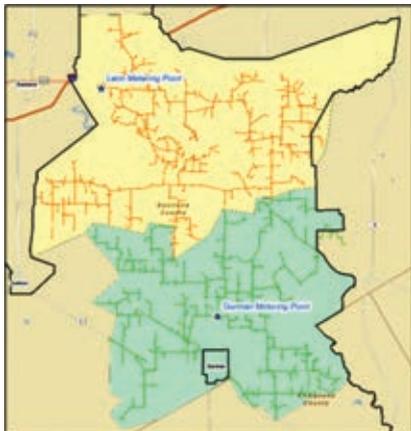
CECA AMI Installation Update

CONTRACT CREWS WITH TEXAS METER DEVICE, an experienced electric system installation service out of Waco, will be installing new, updated electric meters in the CECA service area. Crews are currently or will be replacing all of the meters in areas serviced by the Leon and Gorman metering points and the Gustine substation. This area is depicted on the maps below.

The installation of the new meters will cause a brief service disruption lasting no more than a couple of minutes or less, in most cases.

All meters on the CECA system must be changed out. Therefore, each meter location in our service territory will be visited by TMD at some time. As this project progresses, we will continue to inform the CECA membership through Texas Co-op Power about where crews are or will be working.

Should you have questions or concerns about this project, you may contact CECA's metering department at 1-800-915-2533 or via email at meterdata@ceca.coop.



CECA

P.O. Box 729
Comanche, TX 76442

Operating in Brown, Callahan, Comanche, Eastland, Mills, Shackelford and Stephens counties

HEADQUARTERS

201 W. Wrights Ave.
Comanche, TX 76442

EARLY OFFICE

1801 CR 338
Early, TX 76801

EASTLAND OFFICE

1311 W. Main St.
Eastland, TX 76448

OFFICE HOURS

Comanche Office: Monday through Friday 7:30 a.m. to 4:30 p.m.

Early Office: Monday, Wednesday and Friday 7:30 a.m. to 4:30 p.m., closed from 1 to 2 p.m.

Eastland Office: Tuesday and Thursday 8 a.m. to 4 p.m.

YOUR LOCAL PAGES

This section of Texas Co-op Power is produced by CECA each month to provide you with information about current events, special programs and other activities of the cooperative. If you have any comments or suggestions, please contact Shirley at the Comanche office or at sdukes@ceca.coop.



CONTACT US

CALL US

(325) 356-2533 local or
1-800-915-2533 toll-free

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Cruising Through Time

Terrill Antique Car Museum showcases restored early models

BY SHIRLEY DUKES

“If I had asked people what they wanted, they would have said ‘faster horses.’” —Henry Ford

What is it about old cars that hold such fascination for us? Even those who are not “into” cars do a double take when one comes rolling down the highway, bouncing along at its slow and steady pace. Whether they have been refurbished or are still in their vintage and worn state, there is just something regal and stately about old-model cars. Few of us own one, though few would not love to have one sitting in their garage.

For Feltz Terrill Jr. of De Leon, that fascination began at around age 15, when he and his dad, Feltz Terrill Sr., unearthed an old Model T Ford owned by his uncle, Henry Van Terrill. Henry had driven the car in high school and had courted his soon-to-be wife, Sue, in the car. He and Sue left their hometown of De Leon sometime in the '40s, abandoning the old car to the elements of farm life.

When Feltz Terrill Jr. began getting interested in cars in 1973, he and his dad rescued Uncle Henry’s old Model T. “It was buried up to here in sand,” said Terrill, indicating the front axle. “We drug it out with a tractor and started to fix it up. I did a real amateur restoration.” That day marked the beginning of the father-and-son team’s collecting and restoring old cars.

Terrill Antique Car Museum, on Highway 16 in De Leon, is the product of this father’s and son’s love for old-model cars. The pair had been collecting cars for several years, storing them in an old warehouse. Local resident Hiram Smith was a longtime friend of Feltz Terrill Sr. and was a member of

Develop De Leon Today, a group dedicated to improving the economy of the small community. During the Thanksgiving holiday in 2002, Smith contacted Terrill and asked to bring his grandchildren over to see the old cars.

That visit resulted in a conversation between Terrill and Smith about the possibility of turning the warehouse into a museum. The warehouse was not an option as it was being used otherwise, but Terrill had another building on Highway 16 that was available and much more accessible than the old warehouse. With the help of some excellent volunteers, along with a little carpentry work, the building was soon renovated and retrofitted to suit the needs of the newly organized Terrill Antique Car Museum, which opened its doors in 2003.

The Terrills knew they would not be able to have a large museum. However, they did know they could do something unique. They chose to specialize in pre-World War vintage vehicles, something few museums do. Of special interest is the one-of-a-kind Coffin Steam Carriage. Built by Howard Coffin in 1901 as a prototype, this steam-powered vehicle was the only one of its kind ever manufactured.

Each car in the museum is in exceptional condition. Some have been restored by the Terrill team; others remain as they were the day they were purchased. All but one run, and Terrill Jr. does occasionally take them out for a spin.

The Terrill Antique Museum is staffed by volunteers, and no admission is charged. If you live nearby, it would make an excellent day trip. Perhaps you could plan to come in August and make a weekend of it while attending the De Leon Peach and Melon Festival. You likely won’t be disappointed!



1901 COFFIN STEAM CARRIAGE

Color: Black

Engine: 2-cylinder

Production: 1

Cost To Make: \$400

“Howard E. Coffin was a student at the University of Michigan when he built this automobile,” reads the text on a pedestal in front of the car. “He assembled it in the Staebler and Sons garage, the only automobile agency in Ann Arbor. It was made from mechanical components purchased from B.J. Carter of Jackson, Michigan, and a boiler from Frank Milne of Everett, Massachusetts. It was driven for the first time on July 5, 1901, in the streets of Ann Arbor. Staebler, in a letter, observed that Coffin’s project resulted in ‘quite a creditable carriage.’

“Coffin put his project to work, and drove it routinely. It was the only automobile in the Ann Arbor Labor Day Parade, September 2, 1901. While at the university, Coffin partially financed his tuition by carrying mail, and used his car to transport packages during the Christmas season. Coffin sold the car in 1902 or 1903 to Edward Waples, a local real estate dealer.

“Coffin graduated from the university in 1903 with a Bachelor of Science in mechanical engineering. He went to work for R.E. Olds in Detroit. Later, Coffin went on to become an internationally known automotive engineer and one of the founders of the Hudson Motor Car Company.

“The car was resold several times until Coffin reacquired it in 1914 for Hudson Motors. He presented it to the Henry Ford Museum in 1936. The Classic Car Collection acquired it in 1986, and is proud to present such a significant piece of local automotive history.”

This car originally ran on white gas with a pilot light that assisted the driver in determining the amount of steam needed to power the engine. “It doesn’t have a speedometer on it, but I’m guessing I probably got it up to 30, 35 or so,” said Terrill Jr. “When you’re just sitting up here holding onto that [stick], it feels pretty fast.”

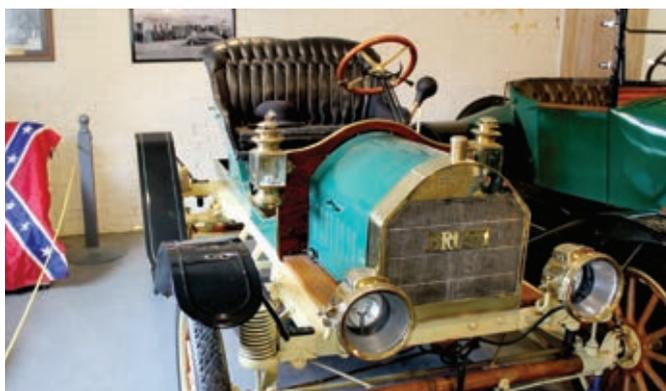


1925 FORD MODEL T TOURING CAR

**Details: 4-cylinder, 20-horsepower engine; 100-inch wheelbase
Originally sold for \$375**

This Model T has been in the Terrill family for 68 years, having been purchased in 1946 by Henry Van Terrill then given to Feltz Terrill Sr. in 1952, who in turn gave it to Feltz Terrill Jr. in 1972.

This is the original car that spurred Terrill Sr. and Jr. into the business of collecting and refurbishing antique cars. When Terrill Jr. graduated high school, he moved to Waco, where he attended trade school to become a machinist. In the meantime, Terrill Sr. began fiddling with parts and eventually founded Terrill Machine Shop, where the two partnered to build and repair engine components for antique cars. At 86 years young, Terrill Sr. is retired but still volunteers at the museum.



1909 BRUSH MODEL D RUNABOUT

Engine: 1 cylinder, 10 hp

Originally sold for \$485, which included tools, tire kit, three oil lamps and horn

Made by Brush Runabout Company in Detroit

“Their trademark was the wooden axles. The front axle and the back axle are made out of wood. As far as I know, that’s the only car that did that,” said Terrill Jr.



1915 REO SPEEDWAGON

Details: 4-cylinder, 25-hp engine; 127-inch wheelbase

After founding the Oldsmobile Car Company in 1901, Ranson E. Olds sold the company along with the rights to his name to General Motors. He then founded the REO Company in 1905, using only his initials.

These trucks were used for fire trucks, tow trucks, dump trucks, delivery trucks, buses, hearses and ambulances. This model would also eventually become the inspiration for the rock band REO Speedwagon, who used not only the name but also the logo for its trademark.

Terrill Jr. bought this truck as-is, and has driven it in the De Leon Peach and Melon Festival parade loaded down with 1,200 pounds of watermelons in the bed.



1909 BUICK MODEL 10 TOY TONNEAU

**Details: 4-cylinder, 18-hp overhead valve engine; 92-inch wheelbase; tire size 30x3 ½ inches; body of wood construction
14,606 produced in calendar year, which outsold Ford
Originally sold for \$1,050
Made in Flint, Michigan**

A favorite, Terrill Sr. bought this Buick pretty much as it is today, with the exception of replacing the tires and adding pinstriping. It hosts a gas generator and runs on carbide gas. “You put carbide in there and put water on top,” said Terrill, “and water drips on the carbide and makes gas.” The headlights also run on carbide gas, but the cowl lights and taillights run off coal oil.



1927 PIERCE ARROW MODEL 80

**7-passenger touring car
Made in Buffalo, New York**

This elegant vehicle came to Terrill Jr. about three years ago. Considered a high-end car, the Pierce Arrow trademark was in the unique way the headlights extend as a part of the front fenders, and included elegant carriage handles that could be twisted either way to open the door.

“I never thought I could own a Pierce Arrow,” said Terrill Jr. “They are expensive. This is an old restoration. We think the leather [seats] may be original.”

The car features two jump seats between the front and rear bench seats that can be folded down to accommodate seven people, or left up to allow for more leg room in the back.

“First time I took someone for a ride in this, I turned around to talk to them, and they were way back there!”



1917 CROW-ELKHART CLOVERLEAF ROADSTER MODEL 33

**Details: 4-cylinder Lycoming engine; 114-inch wheelbase; rear trans axle; balanced crankshaft; adjustable valve lifters
Originally sold for \$845, Made in Elkhart, Indiana**

Named a Cloverleaf Roadster because of the cloverleaf design, this car is in the original state as when the Terrills purchased it. A very elegant car, the original tufted seats are still in pristine condition. At one time it was believed that Elkhart, Indiana, was destined to become similar to Detroit because of the popularity of the car during that time.



1908 EAGLE HIGH WHEELER

Engine: 2 cylinder, air cooled, rope drive
Made by Eagle Motor Carriage Co., Elmira, New York

The Terrills bought this car from a gentleman in East Texas who got it from his great uncle. The engine is located on the underside of the car. The guts were out of the engine when Terrill bought it and have not been located. This is the only vehicle in the museum that is not in running condition.



1927 STAR ROADSTER MODEL M

Details: 4-cylinder, 30-hp Continental engine; 102-inch wheelbase
Originally sold for \$525
Made by Durant Motors

William Durant originally started General Motors. He eventually left the company and started Durant Motor Company, where he manufactured cars until about 1928, when he went out of business. This car belongs to Terrill Jr.'s sister, Anita Butler. Terrill Sr. repainted the car Prussian blue, which is believed to have been the original color.



1916 MAXWELL MODEL 25 TOWN CAR

Details: 4 cylinder, 21 hp; 103-inch wheelbase; tires 30x3½ inches;
fold-down rear top
Originally sold for \$915

This town car came to the Terrills in pieces. Originally bought out of Abilene to be used as parts for an existing Maxwell they were already refurbishing, they wound up with this complete car. The cab was partitioned off to give the occupant privacy from the chauffeur.



1929 MODEL A FORD ROADSTER WITH RUMBLE SEAT

Details: 4 cylinder, 40 hp; 3-speed transmission; 4-wheel
mechanical brakes

"We had an old Model A back in high school. Had it for two or three years and sold it. I never thought I'd get a Model A again. We ran across this one a few years ago in Palo Pinto," said Terrill Jr.

National Lineman Appreciation Day

AMERICA'S ELECTRIC COOPERATIVES DESIGNATED the second Monday of April each year as National Lineman Appreciation Day.

On April 13, CECA honors the hardworking people who often work in challenging conditions to keep the lights on.

To mark the occasion, the National Rural Electric Cooperative Association unanimously adopted this resolution:

“Whereas linemen leave their families and put their lives on the line every day to keep the power on; whereas linemen work 365 days a year under dangerous conditions to build, maintain and repair the electric infrastructure; whereas linemen are the first responders of the electric cooperative family, getting power back on and making things safe for all after storms and accidents, and; whereas there would be no electric cooperatives without the brave men and women who comprise our corps of linemen;

“Therefore be it resolved that the NRECA recognizes the second Monday of April of each year as National Lineman Appreciation Day ... to recognize the contributions of these valuable men and women to America’s electric cooperatives.”

Co-ops everywhere proudly acknowledge all electric lineworkers for the services they perform around the clock in dangerous conditions to keep power flowing and protect the public’s safety.

“Electric lineworkers do not often receive the recognition they deserve,” said Alan Lesley, CECA general manager. “They work all hours of the day, often in



On the second Monday of April, co-ops across the nation recognize the sacrifices made by their electric linemen.

hazardous conditions far from their families, going above and beyond to restore power to their communities. Our linemen, as well as linemen from across the nation, truly deserve this special day of recognition.”

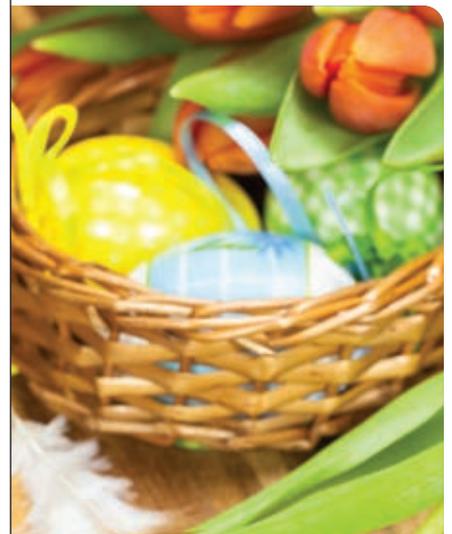
CECA invites our members to take a moment and thank a lineman for the work they do. If you use Twitter, you can use #ThankaLineman to show your support. Or you can simply tell the next lineman you see how grateful you are for the men and women who power our lives.



ISTOCKPHOTO | © CLARKANDCOMPANY

Power Tip

New and improved lightbulbs can reduce your lighting energy use between 35 and 80 percent. Choose from an increasing number of energy-efficient halogen incandescents, CFLs and LEDs.



HAPPY
EASTER

FROM CECA
SUNDAY, APRIL 5

Monday Morning Staff Meeting

April 13 is National Lineman Appreciation Day.



Always read labels carefully to avoid buying counterfeit products.

Deadly Deals: Counterfeits

THE SAYING, "IF IT'S TOO GOOD to be true, it usually is," should come to mind when you find any products that are far below competitive prices. But an electrical product is uniquely hazardous when impersonated.

A counterfeit electrical product has not undergone testing by an independent laboratory and likely does not comply with industry safety requirements. Because its origin is often unknown, the manufacturer isn't held accountable for the potentially deadly results.

Learn what to look for to protect yourself and your loved ones from fires or injuries associated with counterfeit electrical products.

- ▶ Use established vendors who purchase their goods from legitimate distributors and genuinely licensed manufacturers.

- ▶ Read the packaging and labels carefully. Text should be free of grammatical errors and should not contain conflicting information.

- ▶ Inspect the packaging. It should bear the name and contact information of the manufacturer.

- ▶ Avoid unknown brands and products that do not display any brand affiliation.

- ▶ Do your research. Organizations such as the Consumer Product Safety Commission, CSA Group and Underwriters Laboratories provide information on their websites about product recalls—including those related to counterfeiting.

—Electrical Safety Foundation International