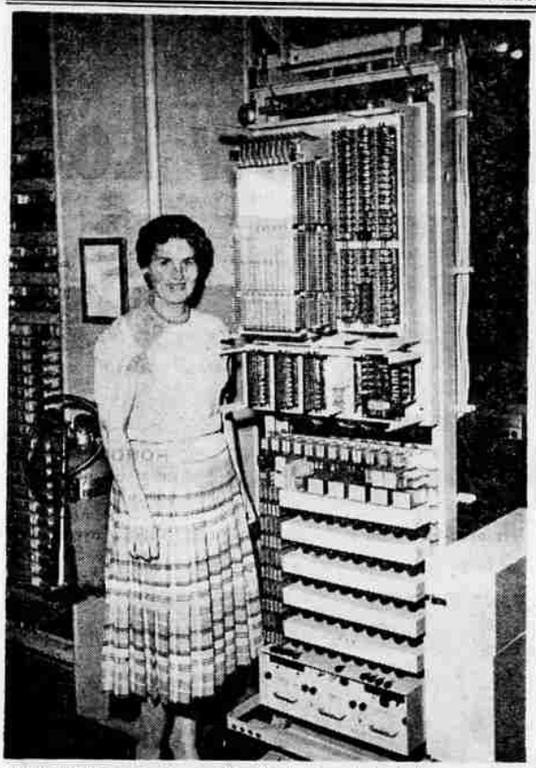
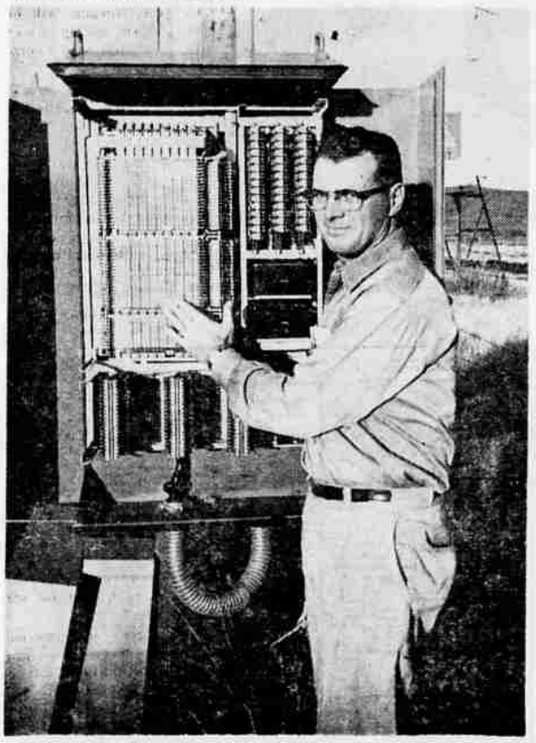


LOIS ESTES, service order clerk, stands beside one piece of the line concentrator equipment which is located in the main telephone building.



LESTER TINKER, construction foreman, points to some of the intricate, watch-like movable equipment which operates whenever a subscriber in the Keno area uses his telephone.

New Phone Installation Gives Added Service Here

Making nine telephone lines do the work of 40—that's the purpose the miniature telephone central office called a "concentrator" that Pacific Telephone crews installed recently at the Ashland-Weed Junction of Highway 97, according to Manager Thayne Cole.

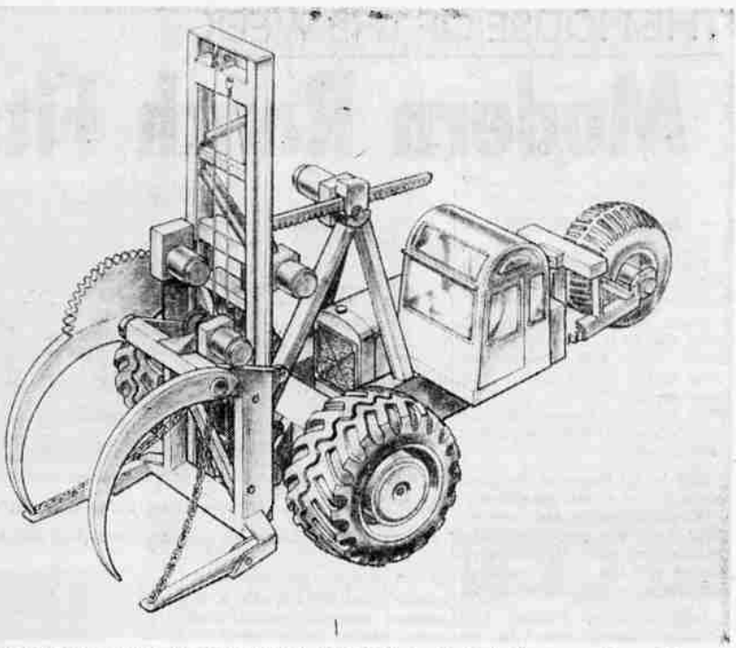
The new device is mounted on a telephone pole along the highway about three miles south of Klamath Falls. The concentrator will make it possible for the company to serve more customers in the Keno area without adding additional cables there at this time.

The concentrator permits highly efficient and economical use of existing cable facilities. The system will provide service to about 25 subscribers in the area initially.

Customer telephone lines funnel into one side of the unit, and when a customer picks up his telephone, it switches the call to any one of the lines toward the central office for completion. The operation is very similar to the function of a full-sized central office.

The central office lines of the concentrator are carefully engineered to provide enough circuits to meet the demands of the customers it serves, Cole explained.

This is the first time a concentrator of this kind has been used in Oregon. Other Bell Telephone companies have used them in recent years.



THIS NEW THREE-WHEEL "MIDGET" LOG STACKER By R. G. LeTourneau, Inc. of Longview, Texas, will permit smaller mills around the world to modernize log-handling operations, just as larger mills already have done with Stackers twice as large. By using three wheels instead of four, and reducing size and capacity in line with requirements of smaller mills, the junior-size will cost only about $40,000" while bigger sizes have ranged up to $90,000.

Family Runabout With New Retractable Pontoons Is The Evinrude Centerpiece In 1960

An advanced concept of a family runabout, whose performance is increased through the use of retractable pontoons, is the centerpiece of the Evinrude Motors exhibit at the major boat shows.

The mahogany plywood 16-footer, with two 13-foot pontoons, is called the "Jetstream," after the new high speed lower unit of the Evinrude Starflite II motor. It was commissioned by Evinrude as a part of its continuing program of new boat design and executed by Brooks Stevens, noted industrial designer, in collaboration with Naval Architect Douglas Van Patten.

Robert H. Scott, director of sales for Evinrude, said that stability, improved performance and smooth riding characteristics are considered the prime factors in the new design.

"In commissioning the boat," Scott said, "it was our intention to seek a unique design capable of broad range operation. In effect, we have applied hull design to a known quantity, our 75 horsepower motor. This is the motor used to power the craft. The motor's performance is already well-established on utilities, large runabouts and houseboats. It is our belief that greater efficiency can be obtained by a motor of any given horsepower when it favorably correlates to efficient hull design. In the 'Jetstream' design, we see a new avenue leading to peak boating performance."

Scott said the "Jetstream" was the fifth new boat design commissioned by Evinrude in as many years. Each design, he said, is part of a continuing program to encourage boat builders to seek new and improved design concepts.

The ideal boat is that which is safe and comfortable and uses minimum power at low and medium speeds and is also capable of very fast speed at full power, again with safety and comfort.

The "Jetstream" attains this performance through a primary or "main" hull designed for excellent performance in the low-to-medium portion of the speed scale, plus a pair of retractable catamaran floats or pontoons which, in themselves, are designed for near optimum performance at the top end of the speed scale.

The floats of the "Jetstream" are electrically-activated so they can be raised or lowered at will. As the boat runs on its normal "primary" hull at low or medium speeds, the pontoons are kept in a retracted position, reminiscent of the wings of a gull. As the boat attains its optimum planing speed, the floats are lowered into the water bringing the "Jetstream" into a secondary planing position on these reduced resistance surfaces. The main hull then breaks free of the water and increased performance, stability and riding qualities are realized.

The "Jetstream" measures 16-feet 3-inches in overall length; its floats are 13-feet 4-inches in length. Beam of the boat is 6-feet 7-inches. The steering wheel is similar to that on many aircraft. The wheel is mounted amidship on a jointed arm so that it can be swung from port to starboard, allowing the pilot to drive from either side of the boat.

Crash-padding of the cockpit is incorporated as a safety factor. A panoramic windshield is mounted far forward for maximum vision. The windshield is comprised of telescoping halves which allow exit and entry from the foredeck of the craft and provide a free flow of air within the cockpit. The "Jetstream" comfortably seats four, two forward and two aft. The boat's fiberglass top is convertible to the extent that it slides back over the after seat in the manner of a coupe de ville. The craft is enameled in white, charcoal and red, complimenting the colors of Evinrude's motor line.

"The 'Jetstream' is perhaps the most advanced of our prototype designs for family boating," Stevens said. "It applies engineering principles that have checked out through research. It embodies styling of a type which finds wide appeal among an increasing number of today's boatmen. It is futuristic, yet wholly practical. The knowledge, research and materials available to the boat-builder, today, place the 'Jetstream' within the realm of reality."

Said Van Patten: "Construction of the boat was an exercise in hydrodynamics and aerodynamics combined with the use of lightweight marine mechanisms and advanced styling."

The year 1960 will be the Chinese "Year of the Fowl."