



KLAMATH FALLS WOMAN WINS — Mrs. William A. (Mildred) Glodowski, wife of the co-owner of Amidon's Business Machines, 4535 South Sixth, was named Miss WOMDA (Western Office Machine Dealers Association) during the 12th annual convention, Oct. 10-13, held at Harvey's Wagon Wheel, South Shore, Lake Tahoe. She was presented with a jeweled crown, a huge bouquet of red roses and 50 silver dollars. She was crowned by Mrs. Gordon Foote, Miss WOMDA of 1962. Six hundred eighteen members and guests were present. Mrs. Glodowski is an employee of Pacific Northwest Bell Telephone Company in Klamath Falls.

G. Kovich Concludes Program

George Kovich of 1340 Pacific Terrace, Klamath Falls graduated from the 44th Session of the Advanced Management Program at the Harvard University Graduate School of Business Administration in Boston. This session lasted from Sept. 9, to Dec. 6, 1963. He is the Products Manager for Weyerhaeuser Company in Klamath Falls.

The Advanced Management Program, one of the oldest senior management development courses conducted by a university, has been in continuous operation since its beginning in 1947. There are no specific educational prerequisites for admission. All participants are nominated and sponsored by their companies and have been selected by the Admissions Board of the AMP on the basis of demonstrated ability, leadership qualities, and adaptability in their careers.

The 13-week course is particularly designed for men between 36 and 50 years who are now in top-management posts or who are likely to be there in the near future. The program offers a concentrated course of study in six major areas of prime interest to today's top management, and uses the case method of instruction.

Business Review

By Floyd L. Wynne

Klamath Falls, Bly Scheduled To Get Number Phones In 1964

A "new look" in telephone numbers for Klamath Falls and Bly will appear in 1964, according to an announcement Nov. 25 by A. B. Dickerman, Pacific Northwest Bell manager here.

The "new look" will be in the way phone numbers are written and spoken, not in pulls on the dial wheel, Dickerman said.

The simple substitution of numerals for the two letters now used will cause a typical Klamath Falls number to change in "name only" from TU 4-3299 to 834-3299. In Bly El 5 switches to 353.

several reasons, Dickerman said.

The major one is growth. Telephones are being installed at the rate of 15,000 a day in the United States and Canada. And each new customer needs a phone number.

There are nearly 90 million phones in the two countries today. There will be about 150 million by 1975.

increased by about 50 per cent. Usable letter-numeral prefixes such as TU 2 total some 540. All-numeral prefixes allow some 800 combinations.

By the end of this year, about half of the U.S. and Canada will be using ANC. Outside of these countries about 90 per cent of the world's telephones use all-numerals.

In Oregon nearly two-thirds of the phones have ANC numbers. This figure will rise to more than nine out of 10 by the end of 1964.

Astoria, Baker, Corvallis, Oregon City, Portland and Albany are some of the exchanges due for all-numbers next year. Salem, Eugene, Bend, Medford, Pendleton, Roseburg and Warrenton are presently using the ANC system.

The new system will be inaugurated with delivery of the 1964 phone book next June.

Known as ANC (all number calling), the system has become a necessity in the nation for

With the ANC system, usable combinations on a dial can be increased by about 50 per cent.

Phone System Shift Needed To Meet Population Growth

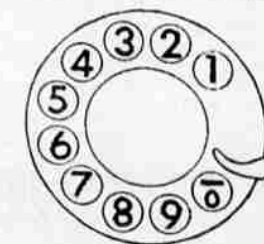
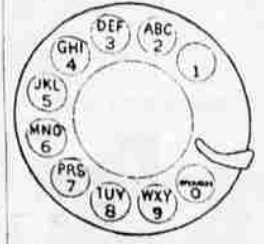
Editor's Note: Klamath Falls and Bly phone numbers will switch from lettered to numbered prefixes in June of next year. Pacific Northwest Bell and phone companies around the nation say the change is necessary to handle population growth. This article explains how and why.

These same studies indicated ANC (all number calling) offered the most advantages with the last change in current dialing habits. And it could be adopted without the massive upheaval that alternate systems would have required. The simple substitution of numerals for the letters in prefixes could provide growth room into the next century.

The first and second dial pulls are limited to eight choices each because there are no letters on the dial by the first or last hole. A dial with 26 holes would be needed to take advantage of the 26 letters in the alphabet.

Next, the use of the last hole (zero) for the third pull in a prefix (TU 0 for instance) would cause endless confusion with the letter O (found in the sixth hole).

Last, the letters associated



NEW CHANGES COMING — Maximum growth allowance for the future, coupled with minimum change from today's dialing system, is afforded telephone users by the letterless dial on the right. Local dials will eventually be changed to this style but only after letters are no longer used anywhere in the country.

Usable letter - numeral prefixes such as TU 2 total some 540. All-numeral prefixes allow some 800 combinations.

with the fifth, seventh and ninth holes (JKL, PRS and WXY) do not form usable combinations in several cases.

Why is this true when there are only three pulls in either a letter-numeral or an all-numeral prefix?

Thus, due to the three limitations above, the present system gives a letter potential of 8 x 8, or 64 combinations for the first two pulls such as TU. Sixty-four (the choices for the third dial pull) totals 576 prefixes.

It boils down to the fact that each pull on a phone dial sends a certain command to the equipment in the telephone office. The equipment will react in any one of 10 ways, depending on which of the 10 holes on the dial was used for that pull.

Subtracting 36 made impractical by certain JKL, PRS and WXY groupings leaves a net of only 540 prefixes generally used today. Even if needless prefixes such as XS 1 were used to employ the 36 now avoided, the total of 576 prefixes would be inadequate within a few years.

The symbol on each hole is meaningful to the person using the dial but the equipment can't tell whether that symbol is a letter, a number, a color, or even a picture of a peach, plum or pear.

Experience thus far has shown that all-number calling works well in hundreds of cities and towns around the country where it has been in general use for as long as five years. In many of these communities, wrong numbers have dropped since the change to ANC.

The problem then was to: Use the present symbols on a dial in the most convenient and widely understood method available. And at the same time make the equipment respond as close to its built-in capacity as possible.

Look-alikes such as the letter I and numeral 1, the letter O and numeral zero; and sound-alikes such as HI and HY, CE and TE, MU and TU are some of the sticklers avoided by all-numerals.

What is that capacity? For the prefix portion (first three pulls such as TU) of a phone number, the theoretical possibilities are:

Once letters have been removed from telephone dials the numerals can be greatly enlarged to aid dialing ease.

Any of 10 choice for the first pull, times the same (any of 10) for the second pull, times the same (any of 10) for the third pull, or 10 x 10 x 10. This theoretical total is 1,000 prefixes.

Arabic numerals are truly international, unlike dozens of alphabets found on the globe. Before many years have passed, telephone calls to points all around the world will be as commonplace as dialing to the next town or state.

With all-number calling the usable total of 800 prefixes is figured by: Multiplying any of eight holes for the first dial pull (the 1 and "0" or Operator are for special services), times any of 10 for the second pull, times any of 10 for the third pull. Thus 8 x 10 x 10 equals 800 prefixes.

A look at the present method shows three basic reasons for the limit of 540 prefixes using two letters, and a numeral such as TU 2.

On-The-Job Injuries Show 1963 Decrease

Oregon workers had 31,191 on-the-job injuries during the first six months of 1963, which is a decrease of 3.76 per cent below the same period in 1962, the State Industrial Accident Commission reports.

A total of 43,304,366 man-days worked or a 1.03 per cent increase, was recorded by those industries covered under the Workmen's Compensation Act. The accident frequency rate which rose only slightly from 33.35 to 33.29 in the six-month period since January, 1963, proved fairly stable and is based on time loss accidents and fatalities.

A comparative study of the half year of claims filed, by industry and by type of claim January through June, 1963, follows: Total claims for all industry for the first half of 1962 were 32,410 as against the 1963 figure of 31,191. Fatalities dropped from 32 to 31; time-loss claims from 12,071 rose to 12,208; no time-loss claims were down from 19,840 to 18,449, while occupational disease claims were up from 447 to 483. Man-days of employment in 1962 were 42,861,000 and increased to 43,304,366 for all industry in 1963.

Percentage-wise, western Oregon sawmills reported 1.36 per cent of the total man days worked, 6.06 per cent of the claims and 3.92 per cent of the fatalities. Sawmills in eastern Oregon had 29 per cent man-days worked, 7.19 per cent of the total claims and 21.57 per cent of the fatalities. Logging and log hauling in western Oregon reported 1.94 per cent of the total man-days worked, 7.19 per cent of the total claims and 21.57 per cent of the fatalities. Logging and log hauling in eastern Oregon had 29 per cent of man-days, 50 per cent of the accident claims and 1.96 per cent of the fatalities.

Building construction had 3.05 per cent of the total Oregon man-days, 5.24 per cent of the accident claims, and 5.83 per cent of the fatalities, while contract construction in man-days had 5.14 per cent, in claims 9.42 per cent and fatalities 11.77 per cent.

Plywood and veneer industries totaled 2.66 per cent of the man-days, 6.34 per cent of the accident claims and no fatalities, while all other wood-working employed 3.06 per cent man-work days, 3.76 per cent of the accident claims and 1.96 per cent of the fatalities.

Paper and allied products man-hours employment were 1.05 per cent, claims were 1.4

per cent and there were no fatalities.

The remainder of not otherwise classified industries made up the balance with 81.16 per cent of the man-days, 58.32 per cent of the claims and 50.98 per cent of the fatalities.

The occupations with the largest number of accidents percentage-wise were chauffeur with 69 of all accidents; mechanic with 64, carpenter with 3.6, foreman 3.5, lumber handler 3.4, labor not classified 3.2, millwright 2.4, salesclerk 2.1, machine operator 2.0, welder 1.9, machinist 1.8, logging rigger 1.7, construction laborer 1.6, farmer 1.4, faller 1.3, and bucker 1.1.

Oil Firm Gives Yuletide Book

Joy to the World, Deck the Halls and Silent Night are three of 11 yuletide traditional songs offered in a Christmas carol book now being distributed free by Richfield Service Stations, according to Tom O'Hara, Richfield's agent.

The Richfield carol book contains words and music to the yule classics, but are only in a limited supply. O'Hara said. An additional feature is an illustrated article on the history of Christmas observances in Alaska.



Loy Barker Leads Field

Loy Barker, Northern Life Insurance Company salesman, led all representatives of the company in the nation in life volume sales and was in third place in the United States in premiums for the year.

The Klamath Falls agency was eighth among 65 company districts during November. Barker's record had previously qualified for an expense paid trip for himself and Mrs. Barker to the national convention at Coronado Beach near San Diego in January. He has been affiliated with Northern Life since 1946.

A wild prairie flower belonging to the pea family, the bluebonnet is the state flower of Texas.



LUMBER OFFICIALS MEET — Officials of the Sierra-Cascade Logging Conference met recently in Sacramento to discuss plans for their 15th annual convention to be held there Feb. 13-15. Shown here, left to right, are Ray Crane, Crane Mills, Corning, Calif., program chairman; Robert Jensen, Fred E. Barnett Co., Sacramento, equipment chairman; Lowell Jones, standing, Klamath Falls logging contractor, a conference director; Vince Bouquet, woods manager, Weyerhaeuser, Klamath Falls, conference president, and L. D. Wambold, Redding, secretary-treasurer. Over 1,500 loggers, lumbermen and associates are expected for the February sessions.

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Dittrichs Sell Plant; To Retire

Mr. and Mrs. Ed Dittrich, co-signees for 18 years for the Union Oil Company of California products, have transferred the business to W. R. Wainright and his son, Bob, of Prineville. The changeover is effective at once.

Mr. and Mrs. Dittrich have retired from business after 33 years with the company and plan extensive travel in the United States. They will leave next week for Long Beach to visit a son, Jim, his wife, Lisa, and two children, Timothy Carl, and Tina Lisa.

Wainright has been with Union Oil Company as a distributor for 17 years. The family has moved to Klamath Falls and will make their home for the present on Patterson Street.

The distribution area includes part of Klamath County and part of Northern California.

During the years the Dittrichs have lived in Klamath Falls, they have been active in numerous groups. He has been a member, and past president of the Klamath Falls Lions Club, a member of the Klamath County Chamber of Commerce, and First Presbyterian Church.

Mrs. Dittrich (Torki), a registered nurse, was at one time supervisor of Hillside Hospital, was an assistant to Dr. Hugh Curran for five years, then spent 10 years as an interior decorator with the Lucas Furniture Company. She is a member of the Klamath Falls Scroptmist Club. The couple has built three homes in Klamath Falls. Prior to coming here they were in business in Everett, Seattle and Tacoma, Wash.

Dittrich was presented with a gold watch by the Union Oil Company on his 30 years of affiliation.

WC Marks 17 Years

Seventeen years ago West Coast Airlines celebrated its first official flight between Seattle and Portland, thereby becoming for a short time the country's only "local carrier" airline.

The Dec. 5, 1946, service connected the two pivot cities with Grays Harbor, Olympia, Chehalis and Astoria, culminating six years of planning and negotiating effort.

This month, entering its 17th year, West Coast Airlines is adding two Fairchild F-27's turbo-propeller planes to its fleet and by mid-January, with completion of major overhaul on another, will have nine of the 49-passenger, 300 m.p.h. carriers in service.

One of the new planes, acquired this fall from Aloha Airlines, of Honolulu, already is flying after refitting and overhaul, and the second will go on the line by Christmas.

For the first time in its history, West Coast Airlines will be dispatching a predominantly jet-prop fleet on flights to 43 airports in six Western states and Calgary, Canada. Eight DC-3's will be retained in service.

The buildup in F-27 capacity will be reflected by the Dec. 23 schedule, which calls for 33 daily jet-prop flights and 21 D-3 flights.

By Jan. 13 the F-27 schedule will be increased to 36 daily flights in addition to 24 with DC-3's. The total will be substantially more than any previous flight load, and in terms of passenger and cargo capacity, will represent an increase of about 50 per cent over a year ago.

One of today's F-27 trip flights from Seattle to Portland will carry more passengers than all of those launched on that opening day in 1946.

NEBRASKA NATIVE
J. Sterling Morton, U. S. secretary of agriculture under President Grover Cleveland, was the originator of Arbor Day. Morton was a native of Nebraska City, Neb.

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CHANGE OF OWNERSHIP — Ed Dittrich, left, turned over keys of Union Oil of California distribution plant in Klamath Falls to new owners, W. R. Wainright, center, and son, Bob Wainright, recently of Prineville. Plant is located at 1459 South Sixth Street. Mr. and Mrs. Dittrich will travel, seeing the United States for the next several months.

SP Railroad Planning \$90 Million Purchases

Southern Pacific will spend \$90 million on new rail equipment in 1964, including 133 new locomotives at a cost of about \$34 million, Donald J. Russell, president of the company, has announced.

Also included, Russell said, is an initial order for 2,799 new freight cars which will cost \$33 million, and 17 new post office cars costing over \$3 million for operation in passenger trains.

The locomotive purchase is believed to be the largest made by any American railroad in recent years. Suppliers will include all major American builders. Most of the new locomotives will be big 2,500 horsepower units, but some will range up to 5,000 horsepower.

"Purchase of these powerful new locomotives is in line with the steady trend toward heavier loadings and faster train speeds," Russell said.

The 133 new locomotives to be acquired in 1964 are in addition to 40 new units purchased this year at a cost of almost \$9 million, Russell reported. SP's diesel fleet, he said, now numbers over 2,200 units. The 2,799 new freight cars already on order for 1964 will be in addition to 4,339 cars acquired in 1963 at a cost of nearly \$71 million.

"Many of the cars we will receive next year," Russell said, "have been specially designed and equipped to handle certain types of commodities. We've equipped them with the most modern devices to fit them for the tasks they'll perform."

As an example he cited 100 new Hy-Cube Hydra-Cushion cars, which will be used to haul automobile parts from the mid-west to California auto assembly plants.

"These cars, twice as long and two feet higher than a normal car, are equipped with special loading devices and have two 20-foot door openings on each side to permit rapid loading and unloading," Russell said. "They were designed in cooperation with the automobile manufacturers who will use them."

Tidewater's California Plant Bought By Humble

Tidewater Oil Company and Humble Oil & Refining Company announced recently that they have entered into an agreement for Humble to buy Tidewater's California refinery, its marketing facilities and certain of its transportation facilities in California, Washington, Oregon, Idaho, Arizona, Nevada and Hawaii and five foreign super tankers for \$329,000,000. Under the terms of the agreement, Tidewater retains title to all of its properties except those mentioned specifically. Hence, Tidewater will

continue in the West and in the Mid-Continent and Southern areas as an oil and gas producer and in the East as a refiner and marketer.

By disposing of its western refining and marketing, Tidewater will obtain funds to reduce its substantial debt and to enable it to expand its production operations in its Western and Southern Divisions and become a more effective competitor in refining and marketing in the areas in which it will continue to refine and market.

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