

## Crafts Society Names Officers

The Vernonia Society of Arts and Crafts held its regular meeting Monday, February 1 at 8 p.m. in the West Oregon building.

The nominating committee, comprised of Mrs. T. M. Hobart, Mrs. Ralph Valpiani and Mrs. Sam Murray, presented the following slate of officers who were elected for the ensuing year: Mrs. Wilbur Wilson, president; Mrs. Robert Curl, first vice-president; Mrs. William Pringle, second vice-president; Mrs. H. G. Sandon, secretary and Mrs. Neil Zimmerman, treasurer. Mrs. Valpiani was elected as director for two years and Mrs. Hobart will serve the remaining one year of her two-year term.

Mrs. Evelyn Heath, Mrs. Robert Curl and Mrs. Daniel Lawler were appointed to serve on the auditing committee.

Mrs. Pringle, chairman of the crafts committee, said that classes on tin craft, copper tooling, plastics and other crafts will be set up for this spring season, beginning with a workshop this week demonstrating making parchment note papers.

Mrs. Carson Strong, arts chairman, reported on an offer made by Carl Brandenfels of St. Helens to set up a workshop in Vernonia, where people who are on low incomes and are desirous of supplementing them, may make a variety of small items. Mrs. Strong will give more detailed information after Mr. Brandenfels returns from a trip to the east.

Mrs. Wilbur Wilson gave a brief report on prehistoric art and architecture, including Stonehenge.

After the business session, refreshments were served by Mrs. Evelyn Heath, Mrs. Strong and Mrs. Pringle. The next regular meeting of the Society will be held March 1.

## Sister Visited At FG Hospital

NATAL - PITTSBURG — Mr. and Mrs. Noble Dunlap have been traveling to Forest Grove this past week to visit her sister, Mrs. R. S. Lindsay who is in the hospital.

Mr. and Mrs. Kenneth Tupper and Sandra drove to Portland one Sunday recently and were dinner guests of Mr. and Mrs. Max Glienke. They also called on Mr. and Mrs. Paul Hoag and Mr. and Mrs. Max Wolff.

Billy DuPuis of Birkenfeld visited Dee Hershey Sunday afternoon.

Mrs. Jeannette Grant accompanied by her mother, Mrs. Ike Dass, drove to Forest Grove Tuesday of last week. Monday they drove to Longview where they visited Mrs. Florence Buchanan and family.

Mr. and Mrs. Sulo Sanders of Mist were dinner guests Friday evening of Mr. and Mrs. Dee Veere Hershey.

Mr. and Mrs. Max Oblack drove to Malla Saturday and were overnight guests of his brother and sister-in-law, Mr. and Mrs. Albin Oblack.

## Couple Attends Pomona At Fern Hill Saturday

MIST — Mr. and Mrs. Lawton Waddell were in Fern Hill Saturday to attend Pomona Grange. Marlene Kahoe was home Sunday to visit the Waddells.

Mr. and Mrs. Percy Mellis of Salem and Mr. and Mrs. George Grey of Yamhill visited with Mrs. Elsa Knowles Monday afternoon.

Mrs. Earl Knowles returned home over the week end after spending a few days with her sister in Portland.

Mr. and Mrs. Claude Kyser were in Cathlamet, Washington Sunday to visit Mr. and Mrs. Byron Hawkins.

Mrs. Wayne Kyser and boys spent the week end in Delena with her folks, the Harold Sparks.

Mrs. Dave Crawford and John accompanied Mrs. Fred Busch and Marilyn to Portland Friday. Marilyn went for a medical check-up. Mrs. Crawford visited her son Butch, who is in the hospital.

The Shalmon Libels were in Vernonia Sunday so that Mrs. Libel could practice for a PTA revue to be held March 5. The Fred Buschs accompanied the Libels Thursday evening to the square dancing.

## Card Party Due At Winema Hall

BIRKENFELD—There will be a card party at Winema Grange hall this Saturday, February 13.

Mr. and Mrs. Roy Stuve left Monday for Medford for a few days visit with the Lloyd Stuves and a brother of Mr. Stuve.

E. T. Johnston and Howard Jones drove to Seattle Saturday on business.

Lloyd Johnston was honored with a birthday dinner at his home Sunday. Mr. and Mrs. Roy Stuve and Mr. and Mrs. Ralph Condit were guests.

Mrs. Vick Berg returned home after spending several days at Vine Maple with her daughter and new granddaughter.

Mr. and Mrs. Everett Beach were Sunday dinner guests of Mr. and Mrs. Lloyd Beach.

Mr. and Mrs. Chas. Ramsey, Vicki and Paul were in Astoria Saturday.

Mr. and Mrs. Lee Barlow took their sons and wives out to dinner at Beaverton Saturday.

Mrs. Elna Baker was in Astoria last Friday. She was accompanied by Mrs. Fred Rumbaugh of Jewell.

## Seaside Alert Victim Had Relatives Here

MIST — Mrs. Harold Case received word early Thursday morning of the death of her sister, Mrs. Elma McAndrew, Seaside. She had succumbed to a heart attack during the evacuation earlier in the evening due to a tidal wave alert. Mrs. Kenneth Stanford of Richmond, California arrived Friday morning to be with her mother, Mrs. Case. They attended the funeral Monday morning.

Miss Sandra Hansen was a week end guest of her cousin, Lois Salmi at Marshland. Mr. and Mrs. Clifford Salmi and Lois brought her home Sunday. Mr. and Mrs. Ben Hudson Sr. were visitors at the Hansen home Sunday.

## Mrs. Slette's Mother Succumbs in Nebraska

TIMBER RT.—Mrs. Hans Slette received word of the death of her mother at Fremont, Nebraska last week.

Sunday dinner guests of Mr. and Mrs. Wilbur Thacker were Mr. and Mrs. Otto Stowell from Buxton, Mr. and Mrs. Wm. Falcner and Mrs. Nell Thacker.

## Pictures Show Flood Damage

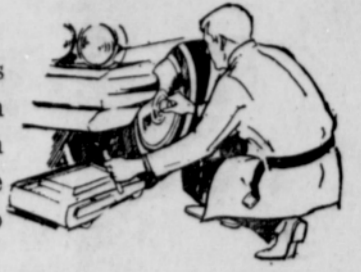
BIRKENFELD—Roger Berg visited here with relatives over the week end. He brought some pictures of his parents' flood-damaged house in Fortuna, California. He also visited with Mr. and Mrs. Everett Johnston. Lloyd Johnston, Jim Bellingham and Terry Larson, members of the DeMolay chapter at Clatskanie, went to Vernonia with that group Saturday evening to take part in the installation of the Rainbow Girls.

Recent visitors at the home of Mr. and Mrs. Fred Udey were Mr. and Mrs. Lee Barlow and Mr. and Mrs. Spain of Longview.

The Alan Hammerberg family of Renton, Washington spent the week end here visiting relatives, the Hammerbergs and Mickey Hopkins.

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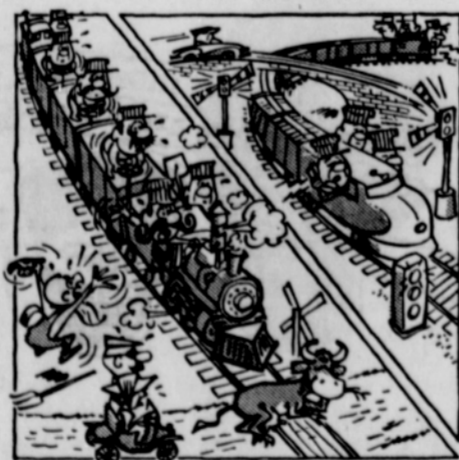
### A MESSAGE IN THE PUBLIC INTEREST

about repeal of the 1913 Excess Freight Train Crew Law being considered by the 1965 Oregon Legislature (House Bill 1198)



# ONLY 2 WESTERN STATES HAVE EXCESS FREIGHT TRAIN CREW LAWS!

TIMES HAVE CHANGED SINCE 1913



Time to repeal Oregon's 1913 Excess Freight Train Crew Law

Freight trains may operate all the way to Oregon from the midwest and south with a four-man crew. When they reach the Oregon border, they must stop and take on two more crew members. Sounds silly, doesn't it? It is silly.

Back in 1913 (before the first World War), a law was passed in Oregon which specified the minimum size crew for freight trains. Although 1965 railroad equipment and operations are as far removed from their 1913 ancestors as the Thunderbird is from the Model-T Ford, the old law is still on the books and freight trains in Oregon must carry two extra men.

### THE CONSUMER PAYS THE FREIGHT!

The 1913 Excess Freight Train Crew Law works an unnecessary burden on the entire economy of Oregon. Repeal of the law by passing HB 1198 will make it possible for Oregon railroads to achieve substantial operating economies. These savings will inevitably benefit Oregon shippers and help keep Oregon competitive with neighboring states. In all the nation, only four other states have laws requiring six-man crews on freight trains.

### What about safety?

Back in 1913, handbrakes were a means of assisting the engineer in controlling speed of freight trains—and handbrakes took manpower. Nowadays all rail cars are equipped with air brakes, which the engineer controls by a single valve. If the fireman (who now has no fires to tend) is eliminated on freight locomotives there will still be two men in the cab to keep a lookout—the same as on

passenger trains. Impartial agencies have determined that firemen and third brakemen are not necessary for safety.

### Railroad job security will be protected

Repeal of the Excess Freight Train Crew Law will not impose hardship on railroad labor. A Federal Arbitration Award requires railroads to retain in their employment all full-time firemen with more than two years' seniority. Those with less seniority would receive as much as three months' severance pay for one year or more of service.

Under collective bargaining agreements and written commitments to the unions, Oregon railroads will retain all brakemen employed as of January 25, 1964.

Jobs will be eliminated only as the affected employees are promoted, resign, retire, die, or leave railroad service for other reasons.

## THE RAILROADS OF OREGON

Great Northern Railway Northern Pacific Railway Northern Pacific Terminal Co. S. P. & S. Railway Company Southern Pacific Company Union Pacific Railroad Company

Paid Advertisement Oregon Railroad Association, L. G. Miller, Manager, Henry Building, Portland, Oregon

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