

Sandy Post

Lee Irwin, Publisher
Sue Lafky, Editor
Caroline Duff, Advertising Manager
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A Ban Is A Safeguard

"A rose is a rose is a rose" is an often quoted adage. But the same principle implied in that saying apparently can't be applied to Ballot Measure No. 9 which will go before voters in November.

Proponents of the measure call it the Nuclear Safeguard Measure, implying that its purpose is to make safe nuclear reactor plants built in the future. Some opponents of the bill call it the Ban on Nuclear Energy and claim the measure would put such unreasonable restrictions on the building of nuclear power plants that

it would virtually eliminate future nuclear reactors such as the one at the Trojan plant.

To make things even more confusing to voters, State Attorney General Lee Johnson decided that on the ballot it will officially be called the Nuclear Regulatory Measure.

Probably Johnson's title for the bill is the safest one for any media to use when referring to the bill. The waters have been muddied with many claims from both sides and it is still difficult for us to discern what the exact effect of the proposal would be. (SAL)

"Slaughter Alley", Verse Two

Perhaps a decade ago when plans for a new highway between Sandy and Gresham were announced, everyone rejoiced.

The old highway was considered "one of the most dangerous in the state." Hazardous intersections dotted the old route and the new double-lane roadway was universally hailed.

When plans were unveiled, there was one small, nagging doubt but this was overlooked in the general euphoria over the fine new road.

Now, a decade later, that doubt has come back to haunt us.

The doubt involved side roads. Why build a freeway but allow numerous crossings? The State Highway Dept. said it wasn't building a freeway but instead a "limited-access" route. Crossings were to be allowed.

But the trouble is that people drive the new road exactly like they would a freeway. They don't expect cross traffic. The problem first surfaced at the intersection of Highway 212 and the freeway (Heidi's corner) where nearly a dozen people were killed before the state constructed an ex-

pensive overpass.

The intersection was dubbed "Slaughter Alley" before the overpass eliminated the problem.

Elsewhere, particularly closer to Gresham, the hazardous conditions persist. A young man from Boring was killed last Thursday in a collision at Anderson road. There have been perhaps half a dozen fatalities at Stone Road; Palmquist is another danger spot.

If you're going to have a freeway—or a road that looks and acts exactly like a freeway—you don't have cross roads every half mile or so. It's just inviting disaster. The Sandy-Gresham road once again is becoming known as "one of the most dangerous in the state." It has all the hazards of a country road.

What's to be done? Blinking lights, reduced speeds, additional overpass structures? Whatever the answer, the State Dept. of Transportation should give the problem immediate attention. The problem is getting worse, not better and it's not going to go away. Traffic is increasing every day. Something must be done.

Board schedules Hood plan hearing

The Clackamas County Board of Commissioners will hold a public hearing Monday on the proposed amendments to the county's comprehensive plan for the Mt. Hood corridor.

The public hearing on the report and recommendations from the Clackamas County Planning Commission will be at 10 a.m. in the County Courthouse in Oregon City.

Action by the planning commission was prompted by a public hearing held in April at Wemme and Mt. Hood Community College. The report and resolution, released June 28, contained background on the land use planning process for the Mt. Hood area and presented the commission's findings and recommendations regarding the Mt. Hood Interagency study (also known as HOOD-INPUT).

Should the planning commission's recommendations for the comprehensive plan amendment be adopted by the board of commissioners, the county's Mt. Hood Preliminary Plan would be brought into compliance with State Land Conservation and Development Commission goals.

Other effects from board adoption of comprehensive plan recommendations include:

—Coordinating the development and conservation of the area with other major agencies, such as Hood River County, U.S.

Forest Service and the Bureau of Land Management.

—Establishing a definite policy of long-term, overall community growth commensurate with the environmental qualities of the area.

—Strengthening the existing community plan by carrying out policy directions already adopted with regard to sewer and water service boundaries, U.S. Highway 26 improvement and environmental capacity.

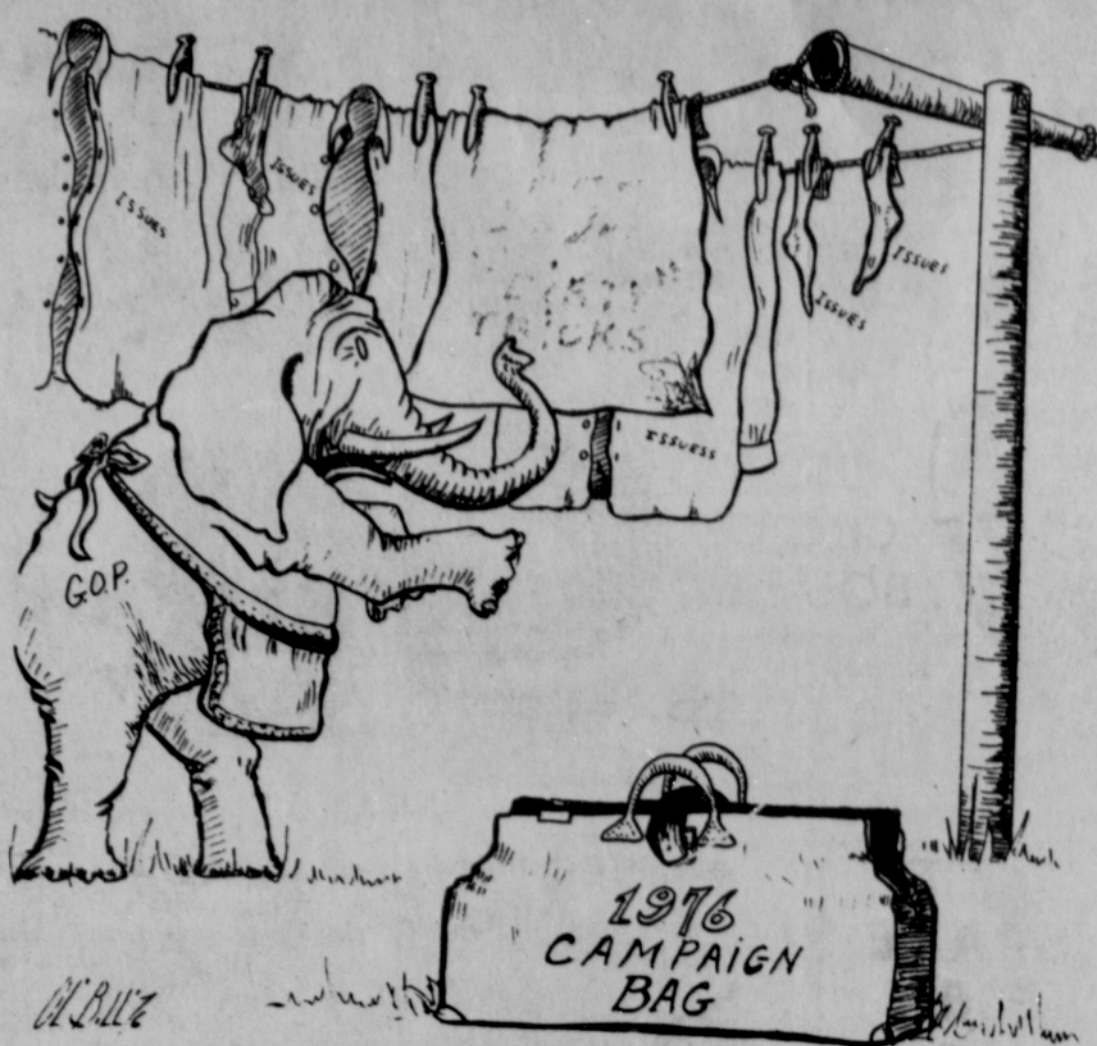
—Avoiding costly urban services and capital improvements on an extensive, area-wide scale by concentrating these facilities only where needed and to alleviate known problems.

—Providing for needed overnight accommodations and resort housing in established areas like Government Camp and Welches, and at densities compatible with the mountain setting.

—Minimizing the potential for further strip development along Highway 26 by encouraging intensification of present commercial centers and providing for planned resort clusters located away from the highway.

—Committing the productive north and south hillside areas of the main corridor to long-term forest uses, enabling the forest industry to depend on continuous timber supplies and protecting the county's primary economic base.

The Stubborn Stain



"Better run that one through one more time!"

letters to the editor

Lack of response

To the Editor:
In the Aug. 12 Oregonian Gov. Straub was quoted as saying not a single local government official has suggested specific changes in the state land use law.

Gov. Straub overlooks the fact that there have been many suggestions for change submitted directly to him by local government officials.

On Nov. 20, 1975 I, as mayor of Coos Bay, submitted to Gov. Straub a letter which stated "to preserve democracy and its inherent power of the vote of our people the State Land Board, composed of the senior state elected officials, should be considered as the top level of the land use power pyramid."

On Dec. 2, 1975 Gov. Straub wrote to me, as mayor of Coos Bay, stating "before adding an additional level of government I think we should give the existing approach a chance to work."

On March 2, 1976 I, as mayor of Coos Bay, sponsored, along with many other citizens of this and other areas of the state, a letter petition to Gov. Straub stating "We suggest modification of SB 100 to provide an elected geographically representative Land Conservation and Development Commission." The governor did not respond to this suggestion.

The failure of these efforts of local government and citizens of Oregon to get the attention of Gov. Straub led directly to the effort to repeal L.C.D.C., the only assured method of obtaining amendment to senate bill 100.

Robert Hale
Mayor of Coos Bay
1683 N. 14th St.
Coos Bay, Ore. 97420

What's it for?

To the Editor:
The efforts of the SUHS School Board to appease the voters failed once again. The problem is clear enough ladies and gentlemen of the board; and if you'll listen, I have a suggestion that may help.

Of course, "being only a ordinary taxpayer," you may think, what do I know about running a school? I know your budget keeps getting turned down!!!

Just before this last refusal by the voters, Dr. DeMarsh reported of an attempt by them to find out from the voters what "their priorities" were concerning the schools' operations. Only thing wrong with the idea

was the limited number of polling sheets they sent out. Come now!! For 1.2 million above the six per cent limit don't more of us voters deserve a chance to fill out one of those sheets??

I'm sure the Post would cooperate Mr. DeMarsh; if a sample of that polling sheet was put in the Sandy Post, then we could fill it out and mail it back to you. I'll just bet you'd get all the facts and figures you would need!

Also, if it wouldn't be to much trouble ladies and gentlemen of the board; could you tell us voters roughly what you need the 1.2 million dollars for?? In case you hadn't noticed, your credibility is slipping! It's evident you people deserve failing grades in communication! That's why you can't pass your blasted budget!!!! If you really need that extra million, you'll just have to say what it's for.

Ralph A. Sandercock Jr.
39600 SE Allgeier Rd.
Sandy

Returned mail

To the Editor:
Repeated experiences of writing to someone or some institution in Sandy, such as the Sandy Community Presbyterian Church (of which there is only one) and having the letter returned to me "Undeliverable as addressed" has made me wonder what has happened to old-fashioned service and concern with the Sandy Postal department.

I have used old addresses from the 1974-75 Sandy telephone book for these "returned" letters because they were sent to individuals or institutions well known in Sandy but who would not have cause to send me a change-of-address card.

Returned letters result in my having to send the letter back to a friend asking them to call or contact the person and send the letter on, or to telephone long-distance to the person or institution for such information... both of which procedures are expensive and time consuming.

If the post office would proceed with delivering the letter, then I could get the new, changed address when the letter was answered with less handling, inconvenience and expense for the post office, the addressee and me. I am wondering if others have had similar experiences?

Mrs. Joyce Marcy
856 Murphy Road
Medford, OR 97501.

Save KISN

To the Editor:
Recognizing that Don W. Burden and Star Broadcasting, Inc., parent company of KISN, will no longer own the station, I agree with KISN management that there is no reason for the employees of KISN to be put out of work on Sept. 3 by the United States Government. Hasn't our government promised more employment this year?

I also believe the Federal Communications Commission has not the right to decide whether KISN has properly served the people of Portland especially when it concerns something that happened 10 years ago. A matter as small as not accepting payment for the promotion of U.S. Senator Mark Hatfield's political campaign, shouldn't have been handled as severely. Rather than taking KISN off the valuable airwaves, which by the way are owned by the people, not the government, fining the station would have been sufficient punishment.

Without KISN, the Portland area will be served by only two major rock stations, which will leave less competition for the two. Therefore, these stations will not hesitate to program more commercials leaving less time for music.

If you care about keeping KISN on the air with interim operators, the time has come to let KISN or our Representatives to the Senate of the United States and the Congress know of our concern. Let's write and tell them we want KISN to stay on the air.

Concerned listener,
Glenn Kary
13151 SE Bobby Bruce Lane
Boring, OR 97009

Caba assigned

Army Pvt. Scott A. Caba, son of Mr. and Mrs. Charles S. Caba, 36110 SE Hauglum, Boring, recently was assigned to the 3rd Armored Division in Germany.

The private, a driver with Combat Support Company, 3rd Battalion of the division's 36th Infantry in Kirch Gons, entered the Army in January of this year. He completed basic training at Ft. Knox, Ky., and was last stationed at Ft. Polk, La.

Pvt. Caba is a 1975 graduate of Sandy Union High School.

Keeping Posted

General Telephone rep to speak at chamber

THURSDAY, AUG. 19
Oregon Trail Coffee Hour will begin at 9:30 a.m.

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The Clackamas County Fair will continue at the Canby Fairgrounds.

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FRIDAY, AUG. 20
The Clackamas County Fair will continue at Canby fairgrounds.

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SATURDAY, AUG. 21
Sandy halibut Mark Peterson will appear in the Shriners' All-star football game

at the Portland Civic Stadium at 7:30 p.m.

000
This is the last day of the Clackamas County Fair.

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TUESDAY, AUG. 24
The Sandy Area Chamber of Commerce will meet at Foothills Inn at noon. Henry Kutschia from General Telephone will be the guest speaker.

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WEDNESDAY, AUG. 25
The Sandy Area Merchants will meet at 6:30 p.m. at T.J.'s.

Cottrell buses scheduled

The Cottrell School Board last Wednesday night opened bids for the purchase, lease, or contract of bus services for the upcoming school year.

School Bus Services in Gresham was the only company submitting bids and supplied figures for all three proposals as advertised by the board.

The board met again Monday night and voted unanimously to contract for two buses to be used for daily student transportation to and from school and to retain the school's 1970 GMC back and-or to purchase one of the contracted 1975 buses any time during the contract period.

District Superintendent Jean Lundy said bus routes and school starting times will be different from last year and added that this will be a benefit of the contracted service.

She said the two buses will leave the school at 7:50 a.m. to pick up students in fourth through eighth grades and will deliver them at school for classes starting at 8:30 a.m. After leaving the fourth through eighth graders at school the buses will pick up students through third grades for classes starting at 9 a.m.

There will be no change in the afternoon dismissal time for grades one through three. These students will leave school at 2:20 p.m. along with the primary children.

Afternoon dismissal time for students in grades four through eight will be 3 p.m. instead of the previous time of 3:25 p.m.

Mrs. Lundy said dismissal at 3 p.m. will greatly benefit after-school sports practice and games by allowing the starting time to be scheduled one-half hour earlier.

Practices will end at 4:30 instead of 5. Also, with a third bus available to use for away games, Mrs. Lundy said teams will be able to leave at 3 p.m., play the game, and should return earlier than previous years.

She said on game days when a bus is needed to transport the teams, it will no longer be necessary to keep last bus students an extra half-hour waiting for the bus to come back from the first route.

Mrs. Lundy said schedules regarding the new times and bus routes will be included with the student supply lists and lunch information being mailed to all students and parents this week. Questions may be answered by calling the school office at 668-5521.

Corps selects hydroelectric sites

Hydroelectric power will continue to be developed in the Northwest, according to the Army Corps of Engineers.

The Corps has announced the selection of four new sites in Oregon for projects called pumped storage power plants.

Sites chosen for development include: Buster Creek in the Nehalem River basin; Eden Ridge on the South Fork of the Coquille River, 10 miles south of Powers; Indian Rapids, next to the Columbia and east of the John Day River; and Tumble Lake above Detroit Dam on the North Santiam.

Storage power plants are located at higher elevations near existing reservoirs. During periods of the day when demand for electricity is high, water is released from the

upper reservoirs through electricity-generating turbines to the lower reservoir. The water is then pumped back to the upper reservoir during periods of less demand.

Orval Bruton, hydrologist in charge of future power sites, estimates that each new plant will cost at least \$175 million. Bruton said he could not estimate how long project approvals would take, nor when construction could be expected to start.

Corps engineers say this pumped storage technique is capable of generating 4,000,000 kilowatts during four-hour peak periods at each of the selected sites. This compares with Bonneville Dam's full-day capability of 500,000 kilowatts.

Port sets ballot title

The Port of Portland Commission, in a special meeting last week, established a ballot title for a measure to appear on the Nov. 2 general election ballot.

The measure, if passed, would authorize the Port to issue up to \$84 million in general obligation bonds for the expansion of the Swan Island

Ship Repair Yard. The title will appear as "Shipyards and Dry Dock Bonds." The question to be placed on the ballot following the title was approved at the commission's Aug. 11 regular meeting. The question was amended Aug. 13 to substitute the word shipyard for ship repair to ease voter familiarity with the proposal.

School lists ready

School supply lists for the 1976-77 year for the Sandy Elementary District are now posted in Sandy stores for shoppers, according to District Superintendent Clark Lund.



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