

The Sandy Post

Editorial & Opinion

Von Braschler, Publisher
Caroline Duff, Office ManagerMark Floyd, Editor
Dan Dillon, News EditorLocal economy has its bright spots *Legislator's report:*

Doomsayers might make a case that the economy is going to hell in a handbasket, but they'd be generalizing. In Sandy's case, at least.

It's true that many businesses are down and that some businesses even have closed. Others continue to prosper, however, while more are expanding or beginning new life cycles. That's good news for the economy.

Sure, a stove shop and two of three local title offices closed this past year. But contractors continue to build houses, and building permits generally are up. While new spec houses set vacant temporarily, it's good knowing that housing will be in place when jobs, new residents and finance catch up.

Meanwhile, several stores are expanding. These include a home furnishings store, two restaurants, banks, a hardware store, a tax office, a grocery store and a health foods store.

New stores here include two restaurants, a western shop, an appliance repair shop, a clothes shop,

a tax office, an herb shop and a new employer for the city's industrial park.

Faith in the local economy is demonstrated by the number of people who have bought stores here in the past year. They include an insurance company, a deli, a second-hand store, a pet grooming shop, a pizza parlor, a grocery store, a gas station and a realty office.

There are other positive signs in local economics. The SCP theater people recently added a new local industry — tourism. The thespians bring out-of-towners to Sandy for a night of theater, dinner and shopping. The community players are concentrating on group bookings — busloads of visitors.

Another positive sign is the big response to the chamber of commerce appeal for chamber executive secretary candidates. The new job wouldn't pay a great deal the first year for part-time service, yet no fewer than 39 candidates have displayed interest in Sandy's chamber and Sandy's future growth. (VB)

Bill guts contractor rip-offs

by WAYNE FAWBUSH
State Representative, District 56

Last year, Mike and Kathy Hatfield of The Dalles hired a general contractor to work on their home. The Hatfields paid their contractor in full after finding out that the builder was registered with the Builders' Board and therefore, presumably, a reliable contractor.

After work was completed on the family home, the Hatfields found themselves responsible for \$2,100 worth of debts the contractor had incurred with sub-contractors and suppliers while working on the Hatfields' home.

The contractor had gone out of business. Even though the Hatfields had already paid the builder in full, they were required to pay the sum of \$2,100 again to make up for the contractor's debts.

The papers are full of similar stories, like that of the Portland family who spent \$26,000 having their home remodeled. When the contractor went out of business, they found they owed an additional \$9,000



to the sub-contractors and suppliers, although they had paid the contractor fully.

Oregon law offers these consumers little protection. The sub-contractors are within their legal rights to put a lien on the Hatfields' home. Some hope for the Hatfields is the Builders' Board, which required a \$3,000 bond from each registered builder. The insurance company holding the bond will most likely cover the Hatfields' expenses, but the bond doesn't begin to cover the costs of that Portland family.

The Builders' Board established that bond level in 1971, and we all know what has happened to construction costs since then.

In previous sessions, legislators have turned their backs on this problem, choosing not to fight the interests of the suppliers and sub-contractors. But this session we hope we can pull together our forces to remedy this problem.

I have asked the committee on business and consumer affairs to submit a bill that states a homeowner cannot be forced to pay twice for construction work. Under this bill, once the homeowner has paid the contractor, he is protected from a lien by sub-contractors and suppliers.

The reason we feel we have a better chance this session is because so many people have been affected with the same problem recently. Areas with a great deal of new construction end up with this recurrent situation, and their state representatives are inundated with reports.

In fact, two state senators report

that they themselves have been the victims of similar forfeitures. This illustrates that an understanding of the law and the ways of the business world are no guarantee that an individual won't get stuck. There is no way you can protect yourself in advance, although using a bonded contractor may defray some costs ultimately.

If any of you have had an experience similar to the Hatfields, I urge you to contact me. We will welcome your testimony when HB 2856 is presented to committee. If you will not be able to testify in person, your written testimony will be equally effective.

I sincerely hope that this is the year we can eliminate this serious inequity in our lien laws and give the consumer the protection that is increasingly important in these difficult economic times.

Contact my office by calling the toll free number, 1-800-452-7813, and asking the state operator for extension 88794. Or write me at Room H488, State Capitol, Salem, Oregon 97310.

Neighborhood crime-fighters needed

A 48-person turnout for a Sandy crime prevention seminar this week is some kind of regional record attendance and demonstrates a new height in concern.

Burglary is up here like a lot of places, and many people are getting ripped off. Fortunately for this sleepy community, residents are responding in constructive, corrective ways. Best yet, the local police are leading the way.

Stakes are high. Nationwide, crime is up, and suburban areas like friendly Sandy are hardest hit in the new crime wave.

Crime in Sandy rose 24 percent this past year, with burglaries up from 49 in 1979 to 92 in 1980. Loss by burglaries and larcenies here in 1979 totaled \$79,627, with only \$11,368 recovered. That total jumped to \$153,280 lost and \$63,648 recovered in 1980. Cash value loss for all 1980 Class 1 crimes here last year reached \$280,476.

Sandy police and concerned volunteers take their crime education program into the local neighborhoods soon to implement block watch systems and resident awareness. Burglars can be stopped or slowed down, they maintain.

They want to see identification numbers on valuables, deadbolt locks, secured windows and all-round better security in area homes. It's a case of neighbors banding together for common protection. Watching the neighbor's home while they are away is a step in the right direction.

Sandy police have lots more ideas on combating crime in your neighborhood, and are looking for more volunteers to participate in block watch programs and neighborhood information programs.

Call the Sandy police at 668-5566 to get involved. It could save you plenty. (VB)

Brightwood quarry defended

Defends Obrist

Regarding Mr. Decker's long, highly exaggerated and unresearched letter of last week: Such a letter would at first appear rather hilarious if a quarry operator and his employees' livelihoods weren't threatened.

Some facts regarding Obrist's quarry and tenant asphalt plant should be truthfully stated:

Mr. Decker expresses concern about the noise, damage to the road and danger to children from his "estimated" 2,000 trucks per day through the community. The fact is that on two of the quarry and asphalt plant's busiest days ever last fall, there were 85 combined trucks from the site. Those were two days when Jim Turin paved at Rippling River. I can't imagine how Mr. Decker's "estimates," but it is also a fact that the average daily haul from the Obrist site is from 5 to 40 truckloads (or 1 to 3 percent of Decker's "estimate.")

Decker expresses concern about the excessive noise level and shaking his house received from the blasting. The fact is that the quarry shots are engineered by professionals and monitored by Mr. Wicks of the DEQ. Prior notification is required. It is also a fact that there have been only five or six shots in the years Obrist has been there.

Mr. Decker expresses con-

cern about the operation of the crusher and trucks at "all hours of the night." In fact the quarry operates during daylight hours, except for occasional after-hours maintenance.

Two Brightwood residents that I had breakfast with

loaders helped the volunteer fire department during last winter's big snow storm.

Letters like Mr. Decker's that exaggerate and strive to arouse the public passion may be part of the cause of this country's current bankruptcy and the reluc-

Letters to the editor

Saturday had never noticed "piles of rocks" that had to be cleaned up by local residents. They doubted if anyone had had a broken windshield. I know that I haven't noticed any rock on Highway 26 while commuting five days a week.

Decker talks about the Timberline Rim area and its mountain view. He states that the side facing the area "looks like hell and has been an eyesore to the onlooker." Where is it in Timberline Rim that Mr. Decker views other than the small shelf area created for the power line? Is Obrist's quarry really all that visible from Timberline Rim?

Mr. Decker also may have just forgotten to mention that the cloudlike pollutants from the asphalt plant are, in fact, steam from the DEQ scrubber.

The truth is that Obrist is a competent, conscientious operator. His operation provides desperately needed steady employment to people living in the area.

I didn't see any letters to the editor when Obrist's

tance of investors to start new ventures.

Ed Burke

No problems

I am writing in reply to Bob L. Decker's concerns voiced March 5 in the Post.

Being an employee of Don Obrist for nearly two years, and being born and raised in the Hoodland area, I would like to straighten out a few points on my own behalf.

First of all, normally the crusher begins operation at 7:00 a.m. shutting down usually by 5:30 p.m. with trucks starting to load, occasionally, at 6:30 a.m. Monday through Saturday. I would like to point out that these are in reference to our busiest time of the year, usually the summer months.

On several occasions, delivering gravel in the Brightwood area, I have had the opportunity to listen for noise produced by the plant and have not been able to hear any noise given off by the plant even in the closest locations, such as John Lichtenheld's driveway which is located directly

below the quarry on Truman Road.

In regard to the blasting, because the dynamite used in the blasting is buried underground, the sound it makes might be more accurately described as a highly muffled thud, which cannot even be heard in downtown Brightwood according to the people I've questioned immediately after the blast. I would also like to mention that since I've been with the company, there have only been six blasts in the quarry.

In reference to the reported clouds of pollutants, these are merely made up of steam generated from the asphalt plant and dust produced by the rock crusher which are confined to the surface area of the rock quarry or blown by the frequent winds from the south and east.

I take personal offense at the comments made about trucks tailgating and the safety of the children whose parents allow them to play on the road surface. I have nearly 10 years and thousands of accident- and violation-free miles behind me. I feel if people were a little more concerned about where they were going instead of what was following them, the driving conditions in the Brightwood area would be a little less hazardous to all of us.

There are three locations in the Brightwood area where trucks dump small amounts of gravel to adjust their loads. One is the county pit at Boulder Creek, another is the widening just south and west of the Brightwood bridge. Another is above Russ Kinnell's sand pit in Brightwood.

It is beyond me how a rock from one of these piles of rock can jump a minimum of 30 feet and hit a car's windshield. As for the concerned citizens who clean up these piles of rock, I'm sure you could find the potholes in their driveways filled with it. As for the deterioration of the roads in the areas between Boulder Creek bridge and the Brightwood store, the county has come out several times a year and puts the same amount of asphalt (I would estimate one to two yards), as it has for years.

As far as raping the hillside is concerned, there isn't a hillside directly north, south or west of Brightwood that hasn't been raped by full-scale logging operations.

As far as I'm concerned the gripes and feelings expressed by a handful of people who for the most part have only lived in the area for the last five to ten years and who in most instances work outside of the Brightwood area are the gripes and feelings of people who bring their bureaucratic thoughts to a community which has lived along with the logging industry and the

rock pit, without any hard feelings on either part for many years.

To sum it up, I feel Mr. Decker said it best in a paragraph he wrote himself, "The DEQ is working on the problems of noise pollution and drainage associated with this operation in our community."

I'm sick of reading about "concerned citizens" who try to blow out of proportion an issue as simple as a businessman and government agencies trying to come to agreement. After all, 2,000 trucks a day is three trucks being loaded every minute or 200 trucks a day hauling 10 loads each. That would be a line of trucks eight miles long.

Come on, Mr. Decker who are you trying to kid?

John Day

Waterwheel aid

I read your fine article about my water wheel in your March 5 issue. I wish to enlarge on it to make known that this became a neighborhood project, with the result that I owe many thanks for help.

George Dobin contributed scale and plans. Bud Wessellink of Baert's Metal is responsible for the building of the rim and buckets. Elmer Mayfield hauled it home, a high load roped and tied in his El Camino. Then his wife and daughter helped us unload it.

After that Leslie Waits welded in spokes and hub-balanced the weight of the added metal to such precision that even the rain can turn the wheel.

In the meantime, Karl McDermid build the concrete base, after which Leslie called in the troops, consisting of the neighborhood men. Together we slid and rolled it down the steep creek bank. When it was securely placed, Karl build the wooden flume, which my wife swears is running water uphill. Quite an achievement.

Cal Horgor

Slams SAM

Reference is made to attached article from the Sandy Profile.

There seems to be a lot of worry by the Sandy Area Merchants over the fact that we local residents don't shop in their stores and shops.

The answer is a very simple one perhaps we don't want all the stores, service stations, restaurants, novelty shops, fast food joints and traffic congestion.

Most of us moved here to get away from all that and can get along very well driving to Gresham for most of our goods. Besides, prices are generally cheaper in town.

Thanks, but no thanks, Sandy Area Merchants. I don't need all the shoulder-to-shoulder living you dream of for our future.

Don and Anna West

Salem scene:

Clean air bills face cities

by JACK ZIMMERMAN
Associated Oregon Industries

Three bills being considered by the state legislature in Salem appear designed to let some Oregonians have their cake and eat it, too.

From an environmental standpoint, that is.

Two of the three, on the other hand, could be described as examples of problems arising from the clash between environmental desires and energy facts of life.

All three appear to affect largely residents of the state's most populous areas, for the present, at least.

One Senate Bill 327 would prohibit any outright ban on domestic open burning. The latter is described as "open outdoor fires, burn barrels or backyard incinerators of combustible household waste, including but not limited to paper, cardboard, wood or similar materials."

It would overturn a present Department of Environmental Quality regulation that bans such burning in much of the tri-county Portland area.

The other two, Senate Bill 497 and House Bill 2889, deal with the growing use of wood stoves, fireplaces and furnaces for home cooking and heating purposes.

SB 497 would prohibit government from banning uses of stoves, fireplaces and furnaces for any reason other than protection of dwelling occupants from fire danger. HB 2889 more specifically exempts emissions from stoves, fireplaces and furnaces as air contaminant sources.

The proposals are sponsored largely by lawmakers from Portland, Eugene and Medford area. Not coincidentally, those are precisely the three regions currently struggling hardest to attain state and federally mandated air quality standards.

At stake is considerably more than the rights of individuals to burn household trash and select what they believe is the most economical fuel for family cooking and heating. The problems and these solutions also involve solid waste and sewage disposal, air quality standards and future development in Portland, Eugene, Medford and other densely populated areas.



Legislative Report from the State Capital
EXCLUSIVE to Oregon's Weekly Newspapers from Associated Oregon Industries.

Also involved are travel by motor vehicle, fire protection and jobs.

If enacted into law, the measures could prompt significant pressures on present standards controlling air quality.

Oregonians generally enjoy being in the forefront of efforts to enhance their natural environment. Faced with a choice between two levels of federal standards for air quality, this state has opted for the strictest of the two — called secondary levels, based on relative citizen comfort and esthetics (as opposed to primary standards, affecting only the health of people breathing the air).

What that means is further improvement in air quality must be achieved by other polluters. The Portland area's backyard burning accounts for an estimated 450 tons of particulates annually. Woodstoves and fireplaces produce 4,000 tons.

Road dust — dirt in the air from transportation activity — accounts for 40 percent of particulate pollution. Road dust, however, is not regulated by pollution controllers.

All populated areas of the state are in trouble as far as solid waste disposal is concerned. Backyard burning — while adding to air pollution — does ease the garbage problem.

Meanwhile, unless the air pollution problem is solved in the affected areas, commerce may well become static.

(EDIT NOTE: Jack Zimmerman writes a regular column for Associated Oregon Industries, a state lobbying group. His opinions do not necessarily reflect those of The Post.)

MARGULIES
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