

Damages five times more than expected

Rick Ettelman, a Brightwood resident who struck a piece of firewood with his 1976 Volvo, recently learned that what he believed would be a staggering \$500 worth of damages will end up costing \$2,700.

Ettelman, who collided with the 18-inch diameter, two-foot piece of pine on Highway 26 near Wildwood Park on a dark April night, said that the accident caused more damage than first expected.

He said most of the "undercarriage" for the vehicle's steering had to be replaced, in addition to a long list of other items, which included a new \$141 grill, power steering pump, oil pan, engine pulley and

right front wheel. "The biggest expense," said Ettelman, "was replacing the crankcase. That part cost \$200 with an accompanying \$600 labor charge."

Ettelman said that the vehicle's engine had to be pulled in order to replace the crankcase.

The \$2,700 damages did not cause problems with the company that insured the Volvo, said Ettelman. Having a good driving record and no previous problems with the company, the vehicle was quickly fixed.

Ettelman said that the cost of fixing the vehicle was a lot "but just wasn't quite enough to total the vehicle out."

Port ballot measure aid to modernization

The Port of Portland Commission recently approved a resolution which will place a \$38 million general obligation bond measure before tri-county voters November 2 for repair and reconstruction of Terminals 1 and 2.

Most of the proceeds from the bond sale would be used for new buildings, equipment, dock structure and to expand the area at Terminal 2. Approximately \$2 million would be used for repairs at Terminal 1.

The reconstruction and

repairs are designed to modernize Port facilities to improve service to local businesses and shippers, protect more than 600 local marine-related jobs, compete for increased international trade and attract more steamship lines.

The amount approved by the commission is a change. An earlier proposed amount of \$42 million would have been necessary for a levy approach as the Port would receive \$14 million per year for a three-year period.

Lamb and wool show to be held June 5

The Clackamas County Stockmen's Association has scheduled its 36th Annual Lamb and Wool Show for June 5, according to Darrel Ricksger, Hubbard, show chairman.

This will take place on the county fairgrounds at Canby.

According to Ricksger, featured events of the show include sheep dog demonstrations, bumper lambs, sheep classes, 4-H and FFA showmanship and judging contests and wool show which includes new special craft and handwork classes. A tradition of the show is the lamb barbecue, featuring lamb

steaks. Terry Dugan, Canby, is the barbecue chairman.

Lori Cobb, Aurora, wool craft chairperson, encourages county residents, youth and adults to enter wool craft exhibits. She reports classes available to home weavers, spinners and knitters and asks exhibitors to bring their crafts to the fairgrounds by 10 a.m. on June 5.

This show is a marketing event for county sheep producers. It is one of the largest show pools in the state. All market lambs are sold in one pool, prior to the show to the highest bidder.

Mt. Hood plan from Page 1

On June 14 the planning commission will hold a hearing on the proposed plan revisions. This meeting will also be held at the Women's Club and will begin at 7:30 p.m.

The plan will be heard by the commissioners on July 7, with meetings scheduled for 2 and 7:30 p.m. Both will be held at the Women's Club.

However, an effort by a new development-oriented organization, called the Sane Economic Development Association (SEDA), is attempting to postpone the coming hearings six months.

Diane Spies, an attorney representing SEDA, unveiled the organization's stand concerning the proposed revisions of the plan at Monday night's meeting of the Mt. Hood Area Corridor Citizens Planning Organization.

Spies told the CPO that her clients, which she would not identify, wanted a six-month delay in the schedule to allow a comprehensive study to be done on all properties in the corridor.

The attorney, who also represents the developers of the Brightwood Glenn subdivision proposed for the Cedar Ridge area, said the county's proposed "down-zoning" of land would pose economic hardship on the area.

The CPO agreed and passed a resolution requesting the state Land Conservation and Development Commission to extend the deadline for completing the required work on the area's community plan.

A decision is expected prior to the the planning commission's scheduled hearing on June 14.

Fuel spill Continued from Page 1

Armintrout said the tanker was leaking gasoline into sand along the side of the road at an estimated 50 gallons per hour.

Personnel from Crowley Environmental Services, who were dispatched out of Portland and are responsible for handling such emergencies, pumped the remaining gasoline out of the tanker. Prior to that, as a preventative measure, Hoodland Fire Department personnel dug a moat around the area where the leak was.

The moat, which measured two-feet wide by a foot and-a-half deep, was then lined with visqueen.

When Crowley personnel began pumping the valve blew and released about 300 gallons. Most of the gasoline, said Armintrout, was contained in the moat and later retrieved.

Armintrout said "the physical cooperation between the agencies responding was superb."

When Gerlock Towing of Portland attempted to right the tanker and trailer, Armintrout said a tanker truck from the Bear Springs Ranger Station put down a foam base to keep the sparks from igniting.

The cause of the accident is still under investigation and, according to Mark Fritzer, information officer for DEQ, it is not known just how much gasoline, if any, leaked into Clear Creek.

On January 15 another tanker overturned six miles east of Government Camp on a steep downgrade.

In that accident an estimated 4,300 gallons of gasoline spilled into the headwaters of the Salmon River.

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GR78x15	41.15
HR78x15	42.15
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29' to 53' FET	

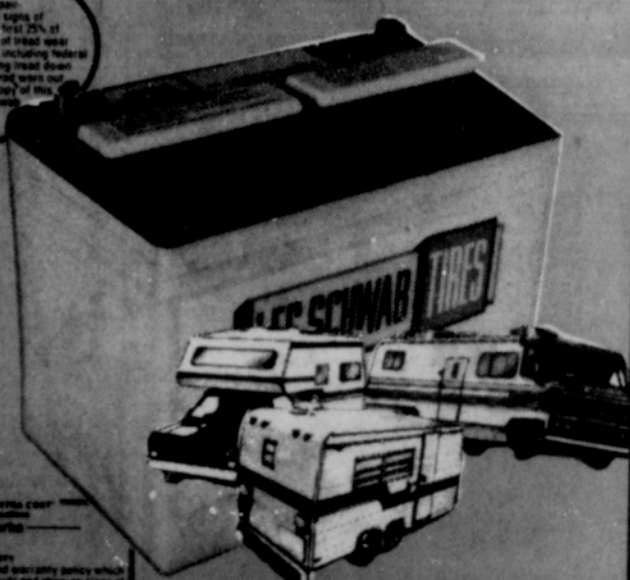
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