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Fire claims victim, destroys local home

by DAN DILLON

State, county and local fire investigators sifted through the remains of a Hauglum Road home Wednesday in the wake of a Tuesday afternoon blaze that destroyed the house and left one person dead.

The unidentified person's body was discovered some 40 minutes after Sandy and Boring firefighters arrived on the scene, according to Sandy Fire Chief Bob Rathke.

"After we knocked the fire down, we specifically went through the place three times" looking for victims, he said. "During the course of the overhaul operation, we discovered the body."

Firefighters arrived on the scene, 37053 SE Hauglum Road, minutes after several neighbors reported the fire at 3:35 p.m. When they got there, flames were shooting out the doors and windows of the single-story home. Within eight minutes of arrival, the fire was under control, Rathke said.

"There's no assessment on the damage, but it pretty much looks to be a total," he said.

Tuesday evening and Wednesday, investigators from the state medical examiner, state fire marshal, state crime lab, Clackamas County district attorney and county homicide team picked through the rubble, searching for clues to the cause of the fire.

Involvement by those agencies is "pretty much automatic on a death situation," Rathke said.

The house was owned and occupied by a person named Tinker, the fire chief said, but further information was not available at press time.

Twenty-eight firefighters from the two volunteer fire departments were on the scene.

"The mutual aid worked great," Rathke said. "The fire operation went real well."

"It's just really unfortunate, sad when you find someone like that."

This marked the second fatal fire in the Sandy Fire District during 1983. Joseph Allen Radovich, 22, and Cheryl Lynn McKinney, 21, died from smoke inhalation when a small fire broke out in a home at 38100 Sandy Heights Road on Jan. 21.



Sandy firefighters Mike Hemmer and Gary McQueen lead the attack on the front end of a burning Hauglum Road home Tuesday. The body of an unidentified person was discovered later in the house. Investigation continues.

Photo by Dan Dillon

Work project gives handicapped chance

by HANK EMRICH
Post Correspondent

"Most people don't want to give them a chance," said Joe Shulleeta of the dozen handicapped students working briskly at Camp Creek campground near Rhododendron.

Shulleeta is program director for the project, which takes multi-handicapped students from Portland and East Multnomah County into the forest to learn work skills and earn a minimum wage. Funding for the project is provided by the Multnomah-Washington Employment Training Agency with in-kind support from the Multnomah Education District. Most of the workers are enrolled in ESD-supported classrooms during the school year.

"We want to give them the opportunity to be productive citizens," said Shulleeta.

Besides earning money and learning work skills, the students are learning to overcome their handicaps by experiencing success.

Although most workers are between the 18 and 21 years old, many are just now beginning to realize that they work to get money, according to Shulleeta.

"It is a great experience for them to take their very own money into the bank."

"What they really enjoy is that pat on the back and encouragement by the parents."

Each crew of 12 students, who work six hours a day for six weeks during the summer, is accompanied by a teacher and an aide. A non-handicapped participant also accompanies each group, primarily as another worker but also serving as a peer model and to assist as needed.

All of the workers receive minimum wage for their efforts, which include restroom maintenance, brush control, washing tables and cleaning barbecue pits, trail maintenance, and other chores.

"Once they learn the job, they are very much in tune with staying on task," he said.

"It's a new challenge and important to them."

Peggy Rockwood, the teacher who accompanies the students, said methods of teaching students jobs

must be modified for each student.

"Some will be able to perform independently right away, while with others we have to hold a broom," said Rockwood.

Rockwood, who taught a special resources class in the Sandy Elementary School district, said although the program is only in its second year, some students have already worked at jobs outside of the program.

Rockwood said they try to teach the students not only how to work, but how to do a good job.

"We try to zero in on quality," she said.

Wendy Evans of the Zigzag Ranger District said the Forest Service is more than pleased with the work being done. Because of budget reductions, some campgrounds would be closed if not for the maintenance done by this and one other ETA crew.

"The crew is a good asset... the public would see a big difference if they were not there," said Evans.

Most of the students realize that they are performing a real service and take their jobs seriously, according to Bernard Hendricks, whose son Kurt participates in the program.

"They know they can be fired if they don't do the job," said Hendricks.

Hendricks said Kurt is developing a sense of independence from his experience with the project. Since joining the program, Kurt has decided he is able to catch the Tri-Met bus to and from the group's meeting place on his own, somewhat of a milestone, according to Hendricks.

Although Kurt is usually more interested in jumping on his bike and going for a ride than talking after a day at work, Hendricks said Kurt has definite plans for what he wants to buy and banking the rest of his money.

Ron Griffith and Tom Everts typified that attitude as they slowed from hauling a bag filled with ashes from a barbecue pit just long enough to show off a new sweatshirt Ron had bought. They had rested hardly one minute before they encouraged each other to move on to the next pit.

Their wide smiles clearly showed how they felt about someone giving them a chance.



Ron Griffith, left, and Tom Everts haul ash as part of the work project at the campground.

Train maintains scenic track

by DAN DILLON

The tiny train winds its way along narrow tracks high above the Bull Run River canyon, past views few get the opportunity to see in the rugged terrain between Roslyn Lake and the Little Sandy River.

It's in an ideal location for a sightseeing train with its vistas above the canyon, sometimes shrouded by flourishing timber. The dramatic drop to the canyon floor is just the ticket to quicken the pulse of the faint-hearted.

But the little train isn't for joy rides through the mountains. It's a work train.

For more than 70 years the three-mile long railroad atop the wooden box flume that channels water from the Little Sandy to Roslyn Lake has worked, hauling crews, concrete and creosote-treated timbers to shore up the standards that support the flume.

The railroad was built in 1912 to provide easy access for inspections and repairs on the flume.

The flume was rebuilt in 1927 and again in 1948 when nearly 30 percent of the 3,700 wooden bents were replaced with non-treated timbers. Over the years, where those timbers have slowly deteriorated, they have been replaced with creosote-treated timber.

When the replacements were ready to be positioned, the little Bull Run Flume Maintenance Railway toiled them up the hill.

The replacement job is nearing completion now, however.

"The understructure of the box flume is pretty near all replaced with treated material," said Carl Bell, superintendent at Portland General Electric's Bull Run plant.

Completion of that project won't stop the train's work, however.

Every day of the year a gatetender walks the flume top and bottom inspecting for loose timbers, or damage from weather and falling rocks. When there's damage, the flume train will carry the necessary materials to remedy the situation.

Walking the top of the flume presents its own problems for the uninitiated. The sight of water rushing through the flume, just below the tracks, at a rate of up to 800 cubic feet per second is unnerving. Some places are 100 feet in the air, without railing.

On a recent trip up the flume, Bell stepped seemingly unconcerned onto the narrow walkway at the flume's highest point to point out some scaffolding. His visitor clung tenaciously to the backup engine, knees quivering, waiting for his "sea legs" before peering over the edge.

Bell gathered his sea legs on the flume when he went to work at the site some 34 years ago. After a stint with the PGE office in

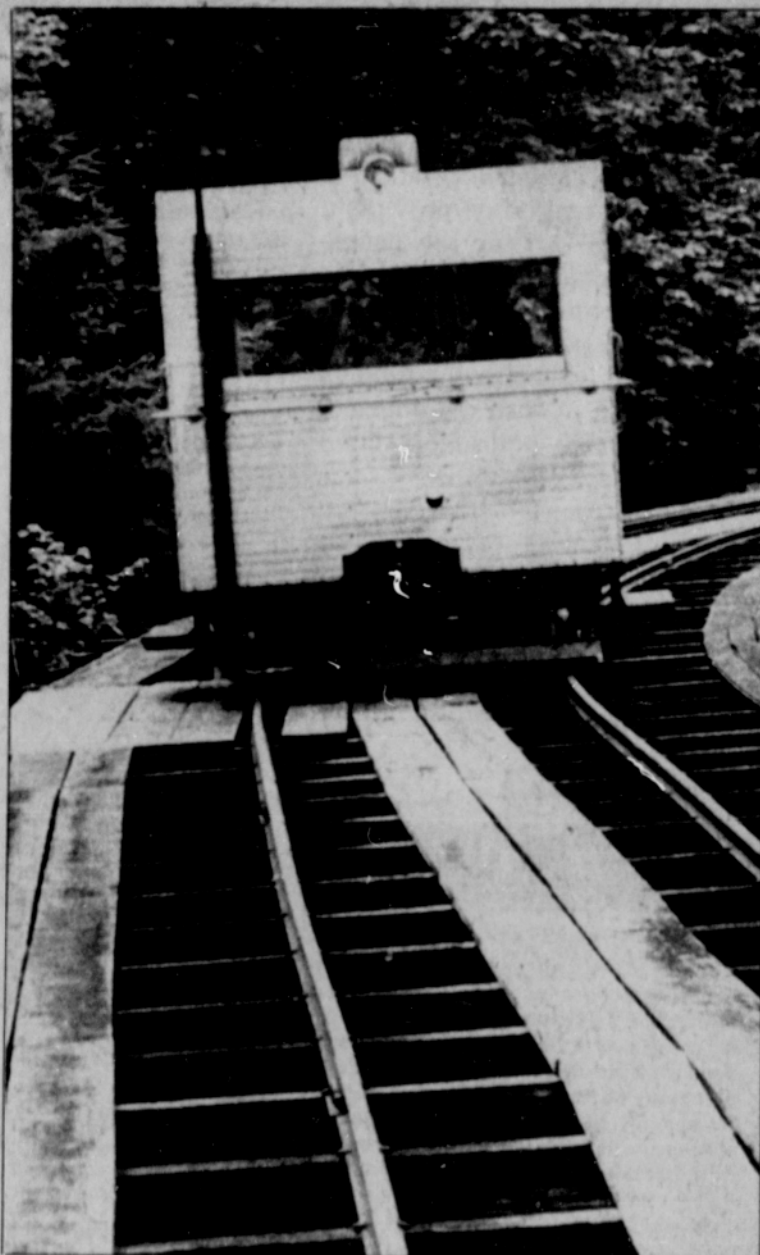


Photo by Dan Dillon

Carl Bell guides the speeder along the Bull Run Flume Maintenance Railway through some of the most scenic spots in the area.

Portland, he returned 10 years ago as superintendent to oversee a maintenance and operations crew of 21 persons.

The train's engine is actually a speeder, powered by a three-speed, four-cylinder engine from a 1969 International Scout. It drives a chain connected directly to the front and rear axles. Four flatcars, a derrick and a lunchwagon caboose complete the train.

The speeder can pull the train "faster than you want to go on the track," Bell pointed out.

With no road paralleling the flume, the train's value as a workhorse doubles. Because of the lack of access safety considerations are never far from the utility's minds.

Telephone booths crop up along the tracks so workers can call in and let the operator know of progress or problems. The operator also gives clearance for travel from one point to another so

workers can keep the flume in repair as it channels the water to the lake that serves as a reservoir for PGE's Bull Run hydroelectric plant.

They go about their work, probably with little time for the scenic aspects the train affords—scenic aspects the general public is discouraged from pursuing for safety reasons.

The possibilities exist that a trespasser could slip into the rushing water just feet below the tracks or plunge from the walkway.

For the workers there have been few serious incidents, however, because of the safety considerations.

"There've been some accidents, but nothing serious considering the potential that's there," Bell said.

It's that potential that keeps a great little sightseeing train a secret for all but the few who maintain the flume.

Traffic study eyes west end development

As development springs up along Highway 26 on the west end of Sandy, the city wants to have a plan of attack for controlling traffic access on to the busy thoroughfare.

In preparation for that, the city has begun work on a detailed Access Management Plan for Highway 26 from Beers Avenue to the western Urban Growth Boundary near Jarl Road. The plan is a joint effort between the city's planning and public works department, assisted by Gary Spanovich, Transportation Consultant.

"We want to maintain the carrying capacity of Highway 26, while, at the same time, allowing for commercial and industrial development along the highway," said City Engineer Greg DiLoreto.

The study, which he hopes to have in rough draft by November, will identify curb locations, possible curb locations, and establish traffic volumes and trips generated.

Also in the works is identification of possible signal locations and the need for frontage roads.

Frontage road locations play an important role in the development of the traffic plan. "We attempt to coordinate access to limit the number of signals," DiLoreto said. "If you get frontages, you can serve several off one signal."

"We want the state to agree this is a good plan," he said, "because the state has to OK accesses. Once the city's adopted this plan they try to work with us."

The city has received a lot of interest in commercial development along Highway 26 such as Mercury Development's plans for a shopping center which could create traffic access problems.

During July, DiLoreto said, an average of 10,000 vehicles have traveled each direction through that section of highway. On July 3, 18,000 vehicles were monitored traveling west.

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WEATHER

Extended Forecast: Fair Friday after morning clouds. Mostly sunny and warmer Saturday and Sunday. Highs, 80s. Lows, 50s.