

## ASK A MASTER RECYCLER



# Help promote recycling beyond the 4 'Rs'

SUSY LACER, MASTER RECYCLER  
A MONTHLY COLUMN OF RECYCLING  
INFORMATION PROVIDED BY  
FLORENCE MASTER RECYCLERS  
For the Siuslaw News

**Q.** I already practice Reduce, Reuse, Recycle and Repurpose. What else can I do to promote recycling?

**A.** One of the most important aspects of successful and sustainable recycling is consumer demand for products made with recycled content.

If you are already doing your part to put recycled materials back into the source stream for manufacturers, then the best thing you can do to promote recycling is to "close the loop" and purchase products made with recycled content — as high of a percentage as you can find.

If the stores don't carry items made with recycled content, please ask for it. The market responds to consumer demands. The more we ask for products made with a high percentage of recycled content, the more options we will have and the more effective the recycling industry will become.

**Q.** Are batteries recyclable? Or do I throw them in the trash?

Should I save them for a Hazardous Waste event?

**A.** Great questions! It is kind of confusing with all of the different batteries currently available. Let's break battery types down by where they can be recycled or disposed of locally.

• **Curbside Recycling:** Lead acid automobile batteries, including those for motorcycles, boats and ATVs, are recyclable curbside (no leaks, please). Oregon state law prohibits discarding these batteries in the garbage.

• **Florence Transfer Station Recycling:** The above lead acid batteries can also be taken to the Transfer Station for recycling at no charge. In addition, button batteries, rechargeable batteries, NiCad, Lithium, Silver Oxide and mercury batteries and alkaline batteries produced before 1996, are all accepted for recycling at the Transfer Station, 2820 Rhododendron Drive.

• **Florence City Hall Self-Serve Recycle Center:**

Rechargeable batteries are also accepted for recycling at the bins in the lobby at City Hall, 250 Highway 101.

• **Household Hazardous Waste Collection:** There is one type of battery, Lithium-Polymer, that should be taken to the next Household Hazardous Waste (HHW) collection at the Florence Transfer Station.

The next event will be held April 15 and 16; or visit the year-round HHW Facility in Glenwood. Call 541-682-4120 to schedule.

Lithium-Polymer batteries are often used in iPads, tablets, thin cell phones and remote control toys.

They can also be labeled as LiPo, LIP, Li-poly, etc.; they typically carry a "Do Not Discard" warning on the label, or the symbol of a garbage can with a line through it.

These batteries have grown in use recently because they are lightweight and can be shaped to accommodate a variety of products. Lithium-Polymer batteries are encased in plastic or foil. If the outer plastic or foil covering is compromised, a damaged Lithium-Polymer battery that still contains a charge

can react to moisture in the air and produce heat, smoke and flame.

If charged Lithium-Polymer batteries are discarded as garbage, this poses a threat for solid waste handling from curbside to landfill. Care should be taken to avoid damaging the casing of Lithium-Polymer batteries.

Place these batteries in a zipped food storage bag before taking to a Household Hazardous Waste collection.

• **Garbage:** The only batteries that should be discarded as trash are alkaline batteries manufactured after 1996 (size AAA-D), including square lantern batteries.

Helpful hint: if the battery has a date stamped on it, it was manufactured after 1996. Alkaline batteries are presently not cost effective to recycle and do not pose a hazard in landfills.

Please note, it is important to keep all battery types intact. Handle with care and avoid crushing the battery or damaging its covering.

**Q.** I was told it's illegal to put any electronics in the garbage now. Is that true?

**A.** Oregon state law pro-

hibits disposing of specific types of electronics in the garbage. This includes computers, laptops, TVs and monitors (anything with a viewing area that is more than four inches measured diagonally, including phones/tablets).

These items are recyclable at the Florence Transfer Station free of charge.

The Oregon E-Cycles Program, sponsored by electronics manufacturers, provides free recycling for printers, keyboards and mice, as well as computers, monitors and TVs. All of these items, in-tact only, are recyclable free of charge at the Transfer Station.

A limit of seven items per visit applies; no equipment that is intended for commercial/industrial use.

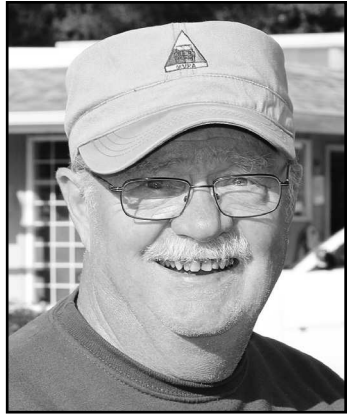
The Transfer Station accepts phones, fax machines, VCRs, DVD players, game units, and

stereo components (no speakers) free of charge; all items must be intact, leave cords attached, no covers or packaging, maximum of seven items per visit.

*Florence Master Recyclers (MR) are part of the Lane County Master Recycler Program, a service of the county's Public Works Waste Management Division since 2002. The mission of the MR program is to bridge the gap between awareness and action by motivating people to reduce solid waste at home, work and play. This monthly column answers commonly asked recycling questions. For more recycling information, visit [www.ci.florence.or.us/building/recycling](http://www.ci.florence.or.us/building/recycling) or [www.lanecounty.org/Departments/PW/WMD/](http://www.lanecounty.org/Departments/PW/WMD/) Recycle or follow Master Recyclers of Florence on Facebook.*

## CAR CHRONICLES —

# An all-American story



BY CAL APPLEBEE  
Special to the Siuslaw News

After investing a whole sum of \$7 in my first automobile, the 1953 Chevy sedan in the last story, it took me a while to scrape together enough cash from my milk-chores money to buy my next adventure vehicle.

And like the first car, my second car came from my own back yard, literally.

The Hill farm house, next to the milk barn down the road a piece from our main house, was rented at the time by another area farm family, and sitting in their back driveway was a white four-door Rambler American.

It had been sitting idle for quite some time, had a cracked windshield, and quite honestly, was kind of ugly. In the years since, I have seen some of the two-door wagons of this same vintage model at car shows, some as resto-mods, and they really looked great incorporating a little art-deco styling with

the 1950s futuristic look attempt.

But the four door model doesn't really share that appearance, although one really cool design feature was the dash and column shift lever, which were a combination of that art-deco and futuristic look — at least in my mind.

The dash was all metal, which you certainly don't see nowadays. There was a pod that dropped down from the dash that held the steering column at the bottom, and above the steering column was an instrument cluster holding all of the gauges. A faux grille with chrome strips stretched across the rest of the dash housing vents, a blank for a radio, and the 'American' name badge.

I paid a whopping \$50 for my 1960 model, which was the last year of the first generation Rambler American model, which was produced starting in 1958 and ran through 1969 — which, coincidentally, was also the year I graduated — barely — from high school.

In 1960, American Motors Corporation, or AMC, placed fourth among the domestic brands with 7.5 percent of the U.S. market according to one source. When new, my American beauty cost somewhere around \$1,800, which given my purchase price of \$50 only eight years later, doesn't bode well for them holding their value!

It came with a 90 horsepower flathead, which I eventually found had a bad head gasket and evolved into a cracked head.

But not before one noteworthy trip.

Production numbers for U.S. autos in 1960 vary between a little more than 6 million units, to just under 8 million units. That may be due to variations in what the sources list; for example, all vehicle production vs. passenger cars only.

Going with the 6,097,851 number produces the 7.5 percent cited above. One point I found interesting is that the source listed 18 different auto makers for 1960.

However, that's without taking into account that some of those listed individually were actually within families — such as Edsel, Mercury, Lincoln and Ford — which were all from one family but listed as four different makers.

Likewise, Metropolitan was listed separately from Rambler; all of the Mopar products as well as all GM products were listed as separate makes. Still though, even when listing all the separate models under the iconic manufacturers, we still end up with four major players: GM, FoMoCo., Mopar and AMC, as well as a couple surviving independents, Studebaker and Checker.

One hot Sunday after church I had convinced Mom and Dad Hill to take my little Rambler

to Caldwell for Sunday dinner at Uncle Dick's house.

After Mom Hill grilled me on if it would make the trip there and back, I assured her it would — and off we went in the Idaho heat.

The Rambler American would have made it ... if it had enough gas. However, the gas gauge also didn't work and about two-thirds of the way there, we jerked to a stop on the side of the road.

I hoofed it to a phone to call Uncle Dick for gas while Mom Hill steamed in the summer heat sitting in the back seat. She never rode with me again.

Eventually, the cracked head on the little white car brought its demise and it joined the growing collection of cars in the boneyard. I honestly don't recall what became of it eventually, but I still have fond memories of that little car.

As I researched statistics for this article, the online images stirred memories as well. You don't see an original Rambler American on the road much these days.

But when you do, it's easily recognizable by its Volvo-like resemblance.

Still a little ugly but still likeable.

Safe travels!

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