



My Neighbors



"Have you heard the rumor going around about our neighborhood beautification program not being 100 percent effective?"

Pre-Homecoming Activities



FOUR CANDIDATES FOR NYSSA HIGH School Homecoming Queen are, from left, Brenda Bowers, freshman; Renee Lattin, sophomore; Kathy Kurtz, junior; and Shelley Munn, senior.

The successful candidate will be crowned at halftime of the Nyssa-Emmett game Friday evening, and will reign over the Homecoming Dance Saturday evening.

Keep growing old from being a pain in the pocket-book.

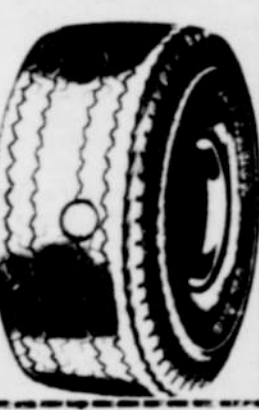
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Now Bonds pay a bonus at maturity.

HUNTERS STOP!

Bob Elliott Tire Center is the place to buy your small commercial and pick up tires!

MONARCH U.M. RIB

SIZE	PLY	PRICE	TAX
650X16	6	28 ⁵³	2.58
700X15	6	30 ⁹⁵	2.80
700X16	6	32 ¹²	2.95
750X16	8	43 ²⁵	3.69



LES SCHWAB Tires

THUNDERBOLT 4800 3600 THRIFTY

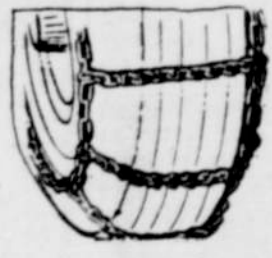
*Thunderbolt \$30.60 *4800 \$24.97 *3600 \$20.99 *Thrifty \$16.00

MONARCH U.M. TRACTION

SIZE	PLY	PRICE	TAX
650X16	6	29 ⁹⁹	2.94
700X15	6	34 ⁹²	3.33
700X16	6	36 ⁴⁵	3.31
750X16	8	48 ³⁹	4.12

TRY THE SUDDEN SERVICE BOYS!

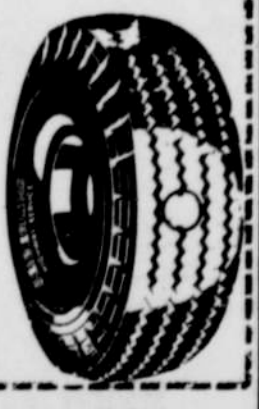
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Sizes to fit both Passenger & Commercial tires--plan ahead this winter.

SEIBERLING HIGHWAY SERVICE

SIZE	PLY	PRICE	TAX
650X16	6	22 ⁰⁴	2.58
700X15	6	24 ¹⁴	2.80
700X16	6	25 ²³	2.95
750X16	8	33 ⁸⁶	3.69



High Lift Jacks

\$21⁹⁵

48 Inches Heavy Duty

TOYO TRACTION

SIZE	PLY	PRICE	TAX
650X16	6	25 ⁷⁰	2 ⁸⁰
700X15	6	30 ⁷⁶	3 ¹⁰
700X16	6	30 ⁷⁷	3 ⁴⁸
750X16	8	40 ¹⁶	4 ²⁰

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Salem Scene

by Jack Zimmermann

SHHH, ANTI-NOISE LAW GOING INTO EFFECT - Oregon's noise control law probably will be enforced sometime early next year.

But don't hold your breath waiting for sweet silence. Chances are you won't notice any difference right away.

That is unless you are a motor cycle rider, auto or boat racing fan, snowmobile driver or happen to live next door to a rock crusher.

It's unlikely many people have homes situated in the latter instance. But there are a lot of off-road riders, racing buffs and cycle-rider recreation vehicle people who feel put upon by proposed noise-control regulations.

Oregon's Environmental Quality Commission was charged with regulating noise when the Legislature enacted H.B. 1669 back during the 1971 session in Salem. The bill became law June 25 that year and EQC authorized development of a program in October 1972.

Now, after a year of study, monitoring existing noises and surveying the problem extensively, the Department of Environmental Quality has promulgated regulations and will conduct public hearings this month and next. Initial airing will be in Eugene October 29, followed by sessions in Portland, October 30; Pendleton, Nov. 5; Medford, Nov. 7; and Roseburg, Nov. 8.

Generally, proposed rules call for initial enforcement Jan. 1, 1974, and imposition of more stringent requirements a year later. Overall, the purpose of the new regulations is to protect noise sensitive areas--meaning residential property--from racket loud enough to disturb sleep or disrupt normal outdoor neighborhood conversation.

Initial rules cover six areas of involvement: (1) motorcycles and off-road recreation vehicles (2) road vehicles (3) racing events (4) public roads (5) industry and commerce and (6) schools.

The proposals for schools are strictly advisory in nature and suggest voluntary compliance. For practical purposes the suggestions deal with hearing conservation and bear down principally on excessively amplified music at school dances.

In the case of all vehicles, muffler and exhaust noises are the targets. State Police are charged with issuing citations to drivers of vehicles altered to create a sound louder than that emitted by standard equipment. Certification procedures for qualifying replacement equipment are yet to be determined.

DEQ expects extensive controversy regarding racing standards and vehicular tracks adjacent to residential areas likely will have trouble complying with the new law. Water skiers and anglers probably won't have any trouble because authorities now are concerned mainly with V-8 dry-stack types of racing boats.

Highway engineers may raise lots of questions because standards might be imposed requir-

ing extensive changes in design of new thoroughfares. And there will be new requirements for industry and commerce. But a DEQ spokesman indicated most industrial plants--their operators aware of implications of the law when it was passed two years ago--have already complied or are planning compliance. However, difficult problems will arise in some instances where residential areas have been permitted to grow up around existing industries.

To those unfamiliar with the subject of sound, much of the language in the new regulations is pure Greek. The definition of Sound Pressure Level (SPL) for instance, reads: "20 times the logarithm to the base 10 of the ratio of the root-mean-square pressure of the sound to the reference micrometrons per square meter."

Actually, SPL is measured in decibels--which may be a more familiar term. A unit for measuring relative loudness of sounds ordinarily detectable by the human ear, decibels range from zero to about 130. Ordinary speech at a distance of three feet registers 60 to 70 decibels, for instance.

And, interesting enough, sounds from two sources don't add up to twice as much noise, nor does the total sound decrease by half when one of two sources is turned off. In other words, two 60-decibel sound sources sitting side by side--both emitting noise simultaneously--don't produce a 120-decibel racket. The increase in noise is hardly distinguishable.

Another interesting factor in the regulations deals with property lines of noise sensitive properties. An offender generally can produce all the noise he wants on his own property just as long as that noise isn't audible at offending levels on noise sensitive properties.

And perhaps the most interesting aspect is that DEQ staff, already heavily burdened by demands of other environmental regulations, probably won't be seeking out many possible offenders themselves until and unless the public complains.

Meanwhile, DEQ's enforcement load has been lightened to some degree by subsequent passage of federal noise control legislation--in particular that involving aircraft and airports. At the same time Freightliner Corporation headquartered in Portland is working with federal assistance to develop a "quiet truck".

How's that? New noise control what? Can't hear ya over the racket.

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