

Wednesday, October 25, 1989, Jackson Hole Guide, A 19

## Sheds

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 pushing shed construction off for three more years could be deadly.  
 "There are many reasons that the snow-shed project should be given a top priority," he told the Highway Commission.  
 "Foremost is the need for public safety. Left as is, it is only a matter of time before a disaster of significant proportions will occur on the pass with possible multiple deaths involved as a result of an avalanche."  
 A professional "Avalanche Hazard Control Analysis" authorized by the Highway Commission earlier this year concluded that the Glory Bowl and Lower Twin slide paths on Teton Pass present a "serious avalanche hazard" to travelers.  
 "The loss of one life," LaLonde said, "is

not justifiable, even though the cost may be high. This severe public-safety risk should not be ignored."  
 Avalanche sheds are concrete structures built into mountainsides at the base of avalanche slide paths to direct sliding snow over the roadway.  
 The study completed in August by avalanche experts Rod Newcomb and Art Mears recommended construction of sheds at the base of the Glory Bowl and Lower Twin slide channels.  
 Members of the Wyoming Highway Commission, including local commissioner Ralph Gill, last month agreed upon the need for sheds to protect travelers on Teton Pass from the numerous active avalanche paths there—especially the Glory Bowl and Lower Twin slide paths.  
 But the commission voted unanimously to put off construction of the sheds until 1993.  
 Don Diller, assistant chief engineer for the Highway Department, said the

commission's decision was based upon the extensive number and cost of road projects proposed in the state, and on the time needed to complete foundation studies on the Lower Twin path and to design sheds for both paths.  
 LaLonde says, however, that he believes the Highway Department could dip into its sizable surplus account to hire additional contractors to complete the shed construction by 1992.  
 The Highway Department just completed its 1989 budget season with a cash balance of about \$70 million, said department superintendent Leno Menghini.  
 And, although there will be some re-prioritizing of projects in an attempt to lower that balance during this fiscal year, avalanche-shed construction is not expected to happen any earlier than 1993, Menghini said.  
 The project delay, he said, can be attributed to the tremendous amount of work that will go into designing the structures.

LaLonde isn't satisfied with that answer.  
 "I fully appreciate your concept of the magnitude of the task as discussed with your engineering staff," LaLonde wrote in his letter to the commission, "but it seems to us that your department is completely capable of accelerating the project and placing a much higher priority on it."  
 "Obviously," he continued, "in your recent actions to commit highway funds, it appears that the department has sufficient monies to retain additional engineering and other required assistance if necessary."  
 Mears, who also helped design an avalanche-shed atop Red Mountain Pass in Colorado in the early 1980s, said actual design time for an avalanche shed—if the Highway Department were able to have engineers working on it full-time—probably would be "a couple months." Construction itself, he said, would take about six more months.

## Ridenour

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 cation to Park Service attorneys for review.  
 "No suits had been filed, but there were threats," Berkley said. "So when the (permit) request was elevated to the director's level a few weeks ago, he sent it to the attorney."  
 The lawyer said it would be on very shaky legal grounds and at that point there really was no doubt in anyone's mind about what the decision would be," Berkley said, adding that Yellowstone Park Superintendent Bob Barbee also "came down on the side of the counsel."  
 Yellowstone Park spokesman Joan Anzimo said Tuesday that the park received numerous letters on the trucking proposal during the last few months, with about 50 percent supporting the plan and about 50 percent opposing it.  
 Monday's permit denial came as a surprise to Brand S General Manager, Doug Crandall, who said Tuesday he had been optimistic it would be approved.  
 "I was really surprised, and distressed," Crandall said. "We had developed a good working relationship with the Park Service and proved that we'd bend over backwards to work with tourism and wildlife... and pay for road maintenance in the park."  
 "I heard the news about the permit being denied on the radio when I was in the shower," he said. "I had to turn up the cold water to make sure I was awake."  
 Crandall said he based his long-held optimism about the permit on an encouraging Environmental Assessment that was released last summer.  
 The "preferred alternative" in that EA recommended allowing up to 36 log trucks to use the park roads between Cooke City and Gardiner each day.  
 Because of the perceived optimism, Brand S went ahead and contracted with the Forest Service to cut 8 million board feet of salvage timber that was burned in the 1988's fires, Crandall said.  
 "We have a contract with the Forest Service," Crandall said. "We went ahead and bought because the park seemed optimistic."  
 So far, the company has cut and stacked about 2.5 mmbf of the lumber, but has not delivered any to the Livingston mill in anticipation of permit approval, he said.  
 Ridenour's decision will double the cost and distance of the timber haul for the mill, by forcing Brand S to send its estimated 1,200 truckloads of logs on a detour east of the park through Sunlight Basin, Crandall said.  
 "It doubles the cost, and we'll lose money on this whole deal now," he said.

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