

MEMORIES

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and was considered anything but extravagant in the 1950s.

"It was the cheapest car Chevrolet made at the time," said McLain, who retired in 2010 after serving as an OSP officer and administrator.

The car was last used as a patrol vehicle in Union County in 1953 and had remained in La Grande the next 57 years until McLain brought it to his home in Western Oregon.

Today, the vehicle is almost exactly as it was in the early 1950s. Its interior features include a two-way radio that allowed officers to receive and return messages from their dispatch center.

Teuscher said it replaced a one-way radio, which allowed officers to receive calls from their dispatch center but not return them.

The patrol car now has one feature that would have earned Teuscher a scolding from their supervisor in the 1950s — a rearview mirror mounted outside the windshield. Officers were then were not supposed to drive patrol vehicles with rearview mirrors.

"They were too fancy, in the eyes of Teuscher's supervisor," said McLain, a good friend of Teuscher's and Baker's.

Teuscher, not deterred, bought his own portable outdoor rearview mirror. He put it on at the start of his shift and took it off when he was done. Teuscher said his supervisor never caught him using the mirror on the patrol car.

"I would have gotten in big trouble," he said.

Today, the 1950 Chevy has a permanent rearview mirror, one

McLain installed to make it easier to back it off trailers used to transport the classic car.

With or without a mirror, the car remains difficult to drive in bad weather for it has only rear-wheel drive. McLain said OSP police cars did not get four-wheel-drive vehicles until many years after the 1950s.

Teuscher relied on chains to help him get around on icy and snow-covered roads while on duty. This meant during the winter he was often constantly taking chains on and off his tires since some roads had clear stretches not suitable for vehicles with chains.

"I sometimes had to put chains on seven times a day," he said.

The patrol car was never a speed demon on local highways, at least by today's standards.

"It could go 70 miles per hour downhill," Teuscher said.

When Teuscher and Baker were working on patrol in the 1950s and '60s, the local OSP office, Baker said, was located in a state building at Adams Avenue and Willow Street, where Safeway is today. The La Grande OSP office was moved to Island Avenue on the eastern edge of La Grande and then to 3004 Blue Mountain Drive about four years ago.

Teuscher left La Grande in 1965 to begin working as an administrator of polygraph tests for the OSP, which he did until he retired in 1982. He was initially just one of three OSP polygraph testers in the state.

He administered about 500 polygraph tests and said he was fooled just once. It was by a college student who said he had not committed a crime, passed the poly-

Winners circle

More than 140 antique and classic cars lined Adams Avenue for the 12th annual Grande Ronde-A-View Car Show. The show was presented by the Timber Cruisers Car Club and sponsored by Baxter Auto Parts, M.J. Goss Motors, La Grande Gold & Silver, The Market Place, and Les Schwab Tire Center. Here is a list of winners:

Baxter Auto Parts: Blue 1966 Dodge Coronet, Ken Meeker, Union.

MJ Goss Motors: Red 1957 Chevrolet pickup, Bruce Ginther, Pasco, Washington.

La Grande Gold and Silver: Black and Silver 1967 Chevy II Nova, Gary Gole, Baker City.

The Market Place: Daytona Blue 1931 Ford pickup, Kathleen McCall, Hermiston.

Les Schwab Tire Center: Red and Tan 1949 Ford F-1 pickup, Forest Gibson, Pasco, Washington.

Union County Tourism: Blue 1954 Chevrolet pickup, Bill and Barbara French, Eugene.

Timber Cruiser Car Club's Choice: Red 1952 Chevrolet Bel Air, Monte Hughes, Newberg.

Best GM: Blue and White 1956 Chevrolet 211, John McClay, Portland.

Best FoMoCo: Zinc Yellow 1955 Ford F-100, Jim Hampton, Hermiston.

1965-69 Grand Prize: Plum Crazy Purple 1968 Dodge Dart GTS, Dean Carney, Milton Freewater.

First Place: Blue 1967 Chevrolet

Chevelle SS, Allen and Nancy Anderson, Ione.

1970-1979: Mist Green 1970 Chevrolet Chevelle, Larry Wainwright, Deer Park, Washington.

1980-NEWER Grand Prize: Blue 2019 Tesla Model 3, Todd McIntosh and Amy Betts, La Grande.

First Place: Crystal Red 2015 Corvette Z06, Darrel and Betty Winkleman, Sherwood.

1949 and Older Truck: Silver 1941 Ford pickup, John McNair, Cove.

1950-54 Truck: Green 1956 Ford F-100, Bill and Teresa Henke, Wallowa.

1960-NEWER TRUCK Grand Prize: Blue 1984 Chevrolet C-10, Troy Heaton from Pasco, Washington.

First Prize: Blue 1966 Chevrolet C-10, Joe Hampton, La Grande.

Two Seater: Black 1946 Dodge half-ton pickup, Old Iron Garage Co., Baker City.

Street Rod: Dark Green 1949 Ford Custom, Larry Livesay, Caldwell, Idaho.

4x4 Vehicle: Copperhead Orange

1981 Jeep CJ7, Donny Walker, Island City.

Orphan: Bright Teal over White Diamond Pearl 1936 Nash Lafayette, Glen Wainwright, Deer Park, Washington.

Work In Progress: White 1960 Mercury Park Lane, Willy Young, Island City.

Foreign Car: Silver 2008 Subaru WRX, Jonathan Heierle, Cove.

Super Senior: Blue 1936 Ford Tudor, Dick and Nita Sadler, Bend.

Motorcycle: 2004 Big Dog Chopper/Trike, Mike and Lori Strong, Kennewick, Washington.

Best Host Car: Copper 1969 Chevrolet Chevelle SS, Margarette Craig, Summerville.

Best Paint: Blue 1974 Pontiac Trans-Am, Scott Rivard, La Grande.

Best Interior: Blue 1964 Ford Galaxie Convertible, Dave Fleming, Nampa, Idaho.

Law Enforcement: Maroon 1970 Corvette, Keith Davis, Lopez Island, Washington.

Fire Department: Burgundy and White 1964 Ford Fairlane 500 HT Sports Coupe, Don and Lorna Uptegrove, Oregon City.

graph test but later admitted to it. Teuscher said the student fooled him because of a procedural error he made.

Baker's OSP career also had diversity. He worked as a fish and game enforcement officer for OSP during a portion of his tenure. Once he caught someone illegally gaffing

for salmon on Catherine Creek at night. Baker said the individual had people on both sides of him on the lookout for police, but they did not see Baker because he was hiding in a nearby barn.

"He worked harder on wildlife cases than I sometimes did on homicide cases," McLain joked in

self-depreciating fashion.

OSP patrol officers worked six days a week and received just a week of vacation a year in the 1950s and much of the 1960s. Still, Teuscher never complained.

"I loved it. It was a good job. I liked putting the bad guys away," he said with a grin.

TRAIL

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about looking at wetland delineation, the fence lines and all the fence repairs that would be required.

"They were told all along that the Wallowa-Union Rail Authority would not finance any of this," Roberts said. "They had to find the money, so they had done that and

they had an attorney working for them pro bono to help them with the legal aspects."

The group then approached the board again and asked permission to pursue a conditional use permit along the Enterprise to Joseph stretch because in Wallowa County the properties are zoned continuous with the bordering properties.

The board granted permis-

sion to pursue the conditional use, so they applied for that permit before the planning commission — and were denied on the basis of two issues: The trail would cause increased cost to the producers or people living along the track that do hay or animal production and would also significantly impact the livability along that six-mile stretch.

The Joseph Branch volunteers went back, worked with their attorney and decided to appeal that denial to the Wallowa County Board of Commissioners, including Todd Nash, John Hillock and Roberts.

"They filed an appeal, and we chose to hear the appeal de novo, with new evidence presented," Roberts said. "The Joseph Branch did not

present anything new during the time frame."

The opponents, however, did present a lot of information, and the commissioners were prepared to go through all of it when the Joseph Branch decided to withdraw their appeal and proposal for that section of track.

Roberts said she has mixed feelings about the whole issue and this

outcome.

"I stated publicly, that if the trail were there, I would have used it. I assume most people would have were it there," she said. "My personal opinion is that it probably would not have the overburdening effects that people thought it would, but I don't live there so I can't say that with any degree of certainty."

PROPOSAL

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help in the form of earmarking money to give to the organization. The city will provide half of the cost up to \$50,000 in the spring of 2020. To supplement this pledge, ACE has opened a GoFundMe account.

The estimated cost for a new lift is between \$60,000 and \$100,000, meaning at minimum the organization will need to raise at least \$30,000, according to West.

"It is great to have a revival of city interest for the arts for a building that they own," West said. "We are very invested. In 2018 we served 25,000 people, and we know that could be more if we were ADA accessible."

Currently the GoFundMe campaign has raised \$640 of the \$10,000 starting goal, which ACE hopes to raise by Sept. 1 to show backing for the project when applying for grants. Many of those who have donated are long-time supporters of the organization, West noted.

"They believe in what we are doing and want it to be available to everyone," she said.

Earlier stages of the lift project included reaching out to ACE members and patrons about their thoughts on the issue. Survey results showed the importance of having the lift at the arts center.

"I have friends who need ADA accessibility," an anonymous survey response said. "Their worlds are so much more limited, as the lack of accessibility shuts them out of opportunities that the rest of us often take for granted. ... We all have the same needs and desires to experience a rich and satisfying life, which is often realized through the arts. It's part of our humanity."

As a poignant example of the effect of the building's current inaccessibility, West pointed to an exhibit that will open at ACE in September, called Portrait Connections, that will feature portraits of families with terminally ill children. Because some of these children use a wheelchair, they won't be able to personally see their images in the gallery, West said.

Instead, their view of the exhibit will be from a temporary set up in an empty

room at EOU.

In using GoFundMe, West said Art Center East is able to inform the community of what is going on, showcase the efforts the organization and the city are making and provide a platform for showing community support, which will help with grant application. Those who donate can leave comments on the GoFundMe page as evidence of this support and why the lift is needed.

"Although dancers generally don't need an elevator, dance callers and musicians can," Mark Lewis, facilitator of Traditional Live's monthly folk dancing classes, said on the GoFundMe page. "I remember an evening where the caller's wheelchair had to be bodily lifted up the entrance stairs by the crowd in order to get him into the dance hall to call one last dance. Let's all help make sure that isn't necessary in the future."

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- Monday July 29th**
8 am-8 pm: Open Class Photography, Canning, Home Crafts, Poetry, Textiles, Arts and Crafts, Land Products, Flower Entries, Baked Goods, All Quilts
- Tuesday July 30th**
8 am-Noon: Open Class Canning, Home Crafts, Poetry, Textiles, Arts and Crafts, Land Products, Flower Entries
1 pm: Open Class Judging

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