

Police ask for help in search

The Sandy Police Department has called upon the Washington State Police, Canadian Mounted Police, and the Federal Bureau of Investigation (FBI), to help capture a man local authorities refer to as a "real slick" car thief.

The suspect, still at large, stole a new Chevrolet Blazer from Carlson's Chevrolet in Sandy last Thursday morning. He is believed to be enroute to Alaska.

According to Sandy Police officials, the man, using the name Clyde Artz, made arrangements by telephone with Carlson's to trade his 1970 Dodge pickup in on a 1974 Blazer. After bringing his pickup in Thursday to close the deal, he and the salesman agreed to take the Blazer on a test drive. Artz received the Blazer's keys and the salesman went back into the office momentarily to get dealer plates for the

new vehicle. When the salesman returned, both the customer and the Blazer were gone.

Sandy police officials believe the car thief, described as standing 5'11" and appearing to be in his late thirties with a round face and blonde, balding hair, has been in the Sandy-Estacada area the past few weeks. According to police reports, he was dressed in "logger-type" clothing the morning of the theft.

The vehicle he has been driving, left at Carlson's, is a blue 3/4 ton, two-wheel drive, 1970 Dodge pickup. The truck has no tailgate. Other distinguishing characteristics include Indian chief heads painted behind each front tire, a rebel flag on the wing window of the driver's side and a Canadian National Park sticker on the

lower front windshield.

Anyone recently seeing a resemblance to the description of this man and pickup, or having any relevant information concerning this case is urged to contact the Sandy police immediately.

"Whoever this guy is, he knows what he's doing," commented Sgt. Bob Bates of the Sandy police. According to Bates, the man left no fingerprints in the Dodge pickup. Bates said specification plates had also been changed on the vehicle.

During a thorough examination of the discarded Dodge, Bates discovered freshly cut power wires used to supply electricity to a camper unit. He said the suspect could have sold his camper unit which would have been approximately ten feet, to someone in this area. Persons with knowledge of such a sale should contact

the Sandy police department.

Police investigators also discovered a hidden manufacturer's serial number on the Dodge. Subsequent follow-up on the pickup's identity revealed, it too, was stolen in McMinnville two years ago.

The front license plate on "Clyde Artz's" pickup was found to originally belong to an Estacada resident. The tag was allegedly stolen from this party.

As area law enforcement agencies continue running down leads on alleged suspects this week, the Washington State police and guards at the Canadian border are on the alert for the stolen vehicle from Sandy.

The stolen vehicle, a black and pearl interior 2-door Blazer was valued at \$5,930. Local authorities believe it is now carrying Alaska license plates.



SANDY POLICE are asking anyone seeing this blue, 1970, 3/4 ton Dodge pickup in the area recently, or its 5'11", round-faced, blond, balding driver—reported to be in his late thirties and dressed in "logger clothes" when last seen—to contact them. The vehicle's driver allegedly stole a new Blazer from Carlson Chevrolet in Sandy.



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School bond defeated

Amidst poor weather and gasoline shortages, a dismal voter turn-out defeated Sandy Union High School's proposed \$3.6 million building budget bond this week, 384 votes were cast against the bond and 364 votes favored the levy.

If passed, the monies would have allowed the addition of a multi-use center and renovation of the old high school building, as well as construction of a new school campus with an initial starter unit capable of accommodating the ninth grade class of 1975, and base facilities for future expansion.

In the aftermath of the high school bond's defeat, superintendent Joe DeMarsh made the following statement, "Naturally, we are disappointed that we will not be able to move ahead on a school development program at this time.

"We do know that a number of alternatives must be considered in the future to adequately accommodate our current high school enrollment and the projected growth factor already present in the grade schools. We are planning for a modified form of double shifting next fall, and a four week summer term this year to meet

student enrollment demands.

"As to future building plans, I suspect that the district board and myself will continue to meet informally with as many persons and groups as possible, seeking counsel as to the alternatives the patrons would like considered on a priority basis.

"Right now our main attention and informational efforts must be directed toward presentation of the annual operating budget which will come before the voters on March 26."

Voters passed Mt. Hood Community College's \$6.3 million bond this week.

Residents show concern over CRAG

"This is the largest attended meeting we've ever had. It is an excellent example of citizen participation," McKay Rich, executive director of the Columbia Region Association of Governments (CRAG), told a crowd of over 600 people this Tuesday evening at the Sandy High School.

The large crowd indicated the growing concern area residents have towards proposed land use planning. Rich told his audience that he and his staff want to find out if their proposed interim land use plan

is reasonable, and if not, how it can be changed.

The meeting, hosted by the Sandy Area Committee of the Sandy-Boring Study Group, was also attended by all three of the Clackamas County Commissioners, as well as three other representatives of CRAG.

"We want to serve as a framework by which your city and county can adopt our plan, or if you already have a plan of your own, we hope we can dovetail them

together," said Rich.

Through a multitude of questions, the people at the meeting expressed feelings of frustration and hostility towards CRAG's interim plan's restrictions on development of rural lands. In response, Rich and his staff stressed that the interim plan adopted by CRAG's general assembly is an "adopted guide", "concept of ideas". Rich emphasized that these concepts and

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Gas station owners and customers suffer

"Ridiculous." "Madhouse." "Miserable." "Lousy." So were the comments from Sandy service station operators this week. With these comments came common sentiments of confusion and frustration.

"I'm trying not to make any waves," said Chuck Johnson of Sandy's Texaco station, "I'm trying to make people happy by allotting my gas out to them, but it's hard to do. As soon as the government makes one decision; they change it. They're trying to make cops out of us by asking us to police their programs."

Bill Granstrom, on the opposite end of town, has the same problems at his Arco station. "We were pumping gas in an orderly fashion and had our operation under control until the government intervened."

A sign near Granstrom's pumps succinctly captures his assessments of the situation. I reads "our system was working fine, how do you like Simon's?" Motorists, their cars lined along the pumps, twisting around this sign and out onto the streets, tap their steering wheels and fidget in their seats while waiting over an hour for the station to open.

Bill McClaine at Sandy's Mobil station, likewise, explained to the Post his business was running smoothly when his station was serving gas on an appointment basis only. Now that he's catering to long lines again, he says most of his customers are strangers. Commenting on last week's official disposal of the priority customer gas allotment he said, "This isn't helping the local people at all."

Similarly, Granstrom said he has had never seen 90 per cent of this week's panicked buying clientele before. Other station operators around town said they, too, noticed an influx of unfamiliar faces at their pumps this week.

Last week's official nationwide removal of the regular customer gas selling

technique, besides frustrating service station owners here in Sandy has infested gas consumers with a buying virus. Sandy station owners with four or five dollar maximum limits report most motorists rarely require this much gas.

The long lines, forming around some stations at 5 a.m. for a two hour wait, have also been causing traffic problems. Sandy Police reported numerous incidents of highway and sidestreet blockage this week. However, as of yet, no accidents or injuries have been reported.

Some stations around town are about out of gas. Fred Truesdale's Shell station just received a shipment of 9,000 gallons—he might not receive anymore until April. "I could pump this much gas out in two days," stated Truesdale, "and not very long days, eighter."

Truesdale explained he is going to the Federal Energy Commission in Seattle this week to personally try and receive a larger gas allocation.

On Tuesday afternoon the Rocket station, hosting a three block line of waiting gas customers, was expected to dissolve its month's supply of gasoline by the end of the day. Johnson's Texaco, with approximately 2,000 gallons of gas left, and Granstrom's Arco, with 4,000 gallons left, are both pumping a set amount of gas each day, rationing their fuel until next month's supply arrives. Don Smith's Standard and John Cannon's Mobil station are operating in the same manner.

Like their consumers, all of the local station owners share a feeling of frustration, confusion and concern towards future rulings and legislation on gasoline allotments and selling procedures. Those stations that are still operating in the Sandy area have had their gas quotas reduced drastically.

Granstrom takes a strong stance on the situation. "I'm for closing every station in the country until the government gives us

relief or gets out of our way."

Texaco owner, Johnson, who has been physically threatened for refusing to serve a person gas after shutting his pumps down, nonetheless, points to a bright spot amidst the current fuel mess. In spite of

the barrage of inconveniences brought about by the gasoline crisis, Johnson says he hopes more people will realize our natural resources are not endless commodities.



LONG GAS lines returned to Sandy this week. Motorists begin waiting at local service stations two hours before opening time in the morning. Monday morning gas station owners were serving their customers in the dark.

Group forms to support Cedar Ridge development

A group of Hoodland residents who support growth and development in their area formed last week to promote the proposed Cedar Ridge development project. This project goes before the Clackamas County Commissioners on March 6.

Called the Hoodland Association for Progress, Planning and You (HAPPY), the group's members are united by a feeling they have been by-passed in the consideration of planning and development under the Hoodland land use plan.

In a fact sheet distributed at a press conference held in Portland this week, HAPPY's sentiments concerning prior

denial of the proposed Cedar Ridge project by the county Planning Commission were expressed in the statement, "the first and only major development proposal for the area since the (Hoodland) plan was adopted was considered and turned down by government bureaucrats without so much as a nod in our direction."

HAPPY's membership believes this proposed recreational resort and residential project for the Brightwood area which would have brought another 18-hole golf course and "much needed" condominium and residential areas, meets

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Chief calls dispatch system accomplishment of year

Beginning this January the Sandy Fire Department joined Boring and Estacada in a more convenient fire dispatch system which, so far, Sandy fire chief Bob Rathke says is "working real fine."

Chief Rathke believes this centralized dispatch system is one of the fire district's major accomplishments for the 1973-74 year. "In one step we were able to greatly improve our dispatch and communications capabilities and at the same time reduce the cost of this part of our operation," explained Rathke.

Under this new system, the Boring fire hall serves as headquarters for dispatching fire rigs for all three districts. Therefore, Sandy fire hall's need for three dispatchers has been alleviated, saving the district \$10,000 per year.

When the central dispatch system went into effect last month, two of the Sandy fire hall dispatch officers took over duties with the city's ambulance service. The ambulance service is currently being housed in the fire hall until its new facilities are completed off Highway 26 near the North Bluff Road intersection.

With the implementation of the new communications system, people calling the Sandy fire hall are actually dialing a direct toll free number to the dispatcher in Boring. He in turn takes the emergency message and alerts the proper fire district. If the emergency is located in a mutual response area, the Boring unit will automatically notify the necessary units. This method minimizes air time and confusion that occurred under the old dispatch system in coordinating efforts in mutual response areas.

Before, the Sandy fire hall's emergency phone had only one line. Under the present

hook-up, the Boring line has three "drops"—three people can call into the line at once. "This is a real important

gain," said Rathke. He pointed out that even though his former single line was for emergency purposes, business calls or persons requesting fire permits would use this number, and it was easily tied up.

Another addition the contract with Boring has provided is a new "hotline" phone, installed for public use outside on the front of the local fire station. When someone picks up this phone to report an emergency, the line rings automatically at the Boring station.

Contracting with the Boring outlet has helped update Sandy's system in other ways. All phone messages and emergency reports and outgoing dispatches are now automatically recorded. "This is real important," said Chief Rathke, "if there's ever a question of what was said over the air—we have it."

The new system in addition to the line and emergency phone numbers, has a business phone. This phone goes to the Sandy fire station during business hours and automatically switches to the central dispatch at Boring during off hours.

Chief Rathke explained that any emergency service must have "back-up" systems. He said the central dispatch system has an emergency battery operated radio for standby in case of loss of electricity, a facility his department never had before.

In the past, an emergency call placed through the operator (located in Portland) often transferred several times before the correct fire unit was activated. Chief Rathke told of one emergency call that went from an operator in Portland to

Milwaukie, to Boring, and finally Sandy. Under the new system, two less calls are necessary in these situations, said Rathke.

To coincide with the new central dispatch system, a new mapping and locating procedure is being drawn up to replace the outdated postal route map system the Sandy fire hall has been using. "One of our biggest problems is finding where we're going, and just where the boxes are located," said Rathke. Under the new mapping system, he said the boxes will be more accurately outlined. According to the chief, this will be the first time the district has had a complete efficient map system.

The central dispatch radio has an eight channel capacity and monitors the county sheriff, state police, and district 10, as well as the state-wide fire radio which the old Sandy radio system could not do.

According to the Boring alarm center's operation budget for 1974-75, total cost for operating the central dispatch system will be \$44,949.00. For its contracted services, Sandy is required to pay one quarter of this cost, or \$11,212.00, as is the Estacada fire district. The Boring district will pay the balance of \$22,425.00. The fire district's proposed budget will go before the voters for adoption on March 26.

Boring fire chief Matt Shields, who initially implemented the dispatch system in 1968, says the centralization between Sandy and Estacada has improved the efficiency and cooperation of the districts.

"We've had no problems with the central dispatch to date," said Chief Shields. Concurring with this feeling Chief Rathke explained, "not only is this system saving us money, from the standpoint of being chief, it has improved our service 200 per cent."

City council adopts ordinance

In an adjourned meeting this week, Sandy's city council adopted an ordinance on general offenses. The new ordinance brings together and updates two prior laws, one enacted in 1938 and the other in 1962.

The ordinance concerns general offenses such as disorderly conduct, loitering and alcoholic beverages. It coincides with state statutes the city must incorporate

into their own ordinance form.

The council also deliberated on the city's proposed comprehensive plan, however, nothing was determined, nor was anything settled on this matter. Discussion of the plan by the council will resume next month.

The next regularly scheduled city council meeting is slated for March 4 at 8 p.m. in the council chamber.

By George

Did you know . . .



that Carlson Chevrolet is right in the middle of another National Chevrolet Sales Contest and they tell us the object is to win and we're going all out to do just that. But, better yet, you'll be the winner if you invest now in a pre-December 13 new Chevrolet car or truck from Carlson Chev. All '74 Chevs built on or before December 13 beat the large price increase and we have a large inventory of most models, including Vegas, Blazers, Novas, Monte Carlo's, 4 wheel drive pick-ups, and Suburbans, plus all the rest. You'll save nearly \$500 or more by choosing from Carlson Chev's inventory. If we don't have the model of your choice, we'll do our best to locate your preference at the older, lower price.

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