

Frog Lake snowmobile marathon to benefit cancer society

The Mt. Hood Snowmobile Club will sponsor a snowmobile marathon for the benefit of the American Cancer Society on Sunday, Feb. 5.

The benefit marathon will begin at 11 a.m. in the Frog Lake parking lot. Frog Lake is located off Highway 26 in the Mt. Hood National Forest.

A 10 a.m. pancake breakfast will proceed the run.

This is the third year the Oregon State Snowmobile Association will sponsor snowmobile marathons for the benefit of the cancer society. Last year about half of their dozen clubs around the state raised more than \$5,000 for the ACS programs of research, education and patient service.

"Due to the light snow this was half of what the clubs had raised in previous years," said Frank Mangelsdorf of the Oregon Division of the American Cancer

society. "During the month of February all clubs hope to participate and double this amount this year."

Mt. Hood Snowmobile Club members will contact friends and neighbors to obtain pledges of so much per mile the driver will ride during the marathon. After the event

and mileage has been recorded at check points, donations will be collected, given to the club secretary and deposited in the bank.

Karen A. Southard of Clackamas is the state chairman for the marathon. She may be contacted by calling 655-1797.

Stereo equipment stolen from school

It wasn't very sophisticated, but it sure was effective.

A theft, that is, of almost \$1,000 of stereo equipment from a Sandy Elementary School music room during the early morning hours on Tuesday.

Entrance was gained to the building through the simple application of a large, hard object (a rock) to a thin,

fragile one (a window).

Stolen were a Fender bass amplifier and speaker valued at \$575, a stereo valued at \$350, two headphones worth \$15.90 and the school flag.

The theft was discovered by school custodians when they opened the building.

Sandy Police are investigating the incident.



JOHN MITCHELL, president of Mar Hook Company, has been making regular trips from Aberdeen, Wash., to see progress on the company's new plant in the Sandy Industrial Park.

(Post photo)

New bridge requested

Prospects for a new structure to replace the deteriorating Bull Run Bridge seem to be looking up.

Winston Kurth, engineer for Clackamas County, said he has written to the Oregon State Bridge Department requesting the department to prepare a design for a replacement structure.

"They responded to my request and told me they would assign a project engineer," he said, adding that it was hoped the design would be completed in June of this year.

According to Kurth, all bridges in the nation are being graded as to their structural capabilities.

"The Bull Run Bridge has a very low sufficiency rating," he said, "and this puts the bridge high on the replacement schedule."

The Bull Run Bridge crosses the Bull Run River near Roslyn Lake and has a span of approximately 300 feet.

A recent inspection of the bridge showed that there was a 30 percent loss of structure members because of rusting and corrosion.

The county presently is enforcing a 6-ton load limit on the bridge with special permits for operation loads up to 20 tons under certain conditions, said the engineer.

The action was taken after

the county submitted information to the Oregon State Bridge Department.

Congress is considering federal legislation which would allocate money to the bridge program.

Kurth said a high expenditure is expected for the Bridge Replacement Program nationally and Clackamas County is hopeful of obtaining federal money from that program.

"The design is being prepared on the assumption Congress will pass the funding. The Bull Run Bridge is certainly high on the priority list," he said.

"At this point, that's our best hope."

City to hire engineer

Sandy will hire the service of an in-house civil engineer at the start of the next fiscal year on July 1.

The engineer will head up the city's public works department and eliminate the engineering-planning position currently on the payroll. The Sandy city council approved the position at its last meeting.

City manager Paul Helton said the advantage of having

an in-house engineer would be that someone would be readily available to work with the design of streets, water systems and sewer systems in the city limits.

"It would also provide us with a person who would have the capability of planning ahead rather than trying to plug yesterday's problems."

Helton said it is time the city brought the professional

staff up to meet the requirements of the growing city. "This is not any way intended to downgrade incumbent personnel," he stressed. "We just have to have professional people in these positions as the city grows."

Helton added that a staff engineer would provide in-house strength "to solve problems that are happening on a day by day basis."

Mar Hook prepares for move

When John Mitchell sold his plant for the successful Mar Hook Company in Aberdeen, Wash., people asked him why he just didn't retire.

"After awhile you get tired of fishing," answered the 56-year-old president of the company which will headquarter in Sandy as of April.

Mitchell will be anything but retired as he coordinates the moving of the family business from its location of 25 years.

"We think there will be at least a quarter million pounds of machinery to move," he told The Post.

Mar Hook Inc.'s initial plant in the Sandy Industrial Park will consist of a 20,160 square foot manufacturing building and a 3,750 square foot office building. Room for expansion is included in the plans.

The company will continue doing general fabrication and machining work in Sandy. Mitchell said the business has years of experience with

logging equipment manufacturing and repair as well as hydraulic cylinder manufacturing and repair.

"Only six or seven of our key people will move down from Aberdeen," said Mitchell. "The balance of people will be hired from the local labor market."

The plant, currently under construction, has been designed for 50 production people per shift.

"The number of employees will be governed by the amount of orders and the demand for the product."

"We could end up having as many as 20 in the office," Mitchell said.

Among the personnel who will make the move to Sandy are Mitchell's son, J.D., who is vice president in charge of engineering and production.

The founder's wife, Gwen, is secretary-treasurer of the company and also doubles as office manager.

Others moving from Aberdeen include Hugh Armstrong, engineering supervisor; Vern Oldfield,

shop foreman; and George Ursu, purchasing agent. Mitchell said that as of last week all of his employees had found housing in the Sandy area.

"J.D. is all for continuing as a family company," reflected Mitchell. "He'll fill my shoes. And I have grandsons to come along."

Mitchell said one of the reasons for making the move to Sandy was to be closer to a larger labor market and a major airport.

"We hope to attract skilled people who are commuting to Portland," he said. "We're not interested in trying to hire away from existing manufacturers in this area."

Mitchell said Mar Hook's reception by city staff and planning commission officials has been a warm one.

"They're willing to see industry's side," he commented. "They're very cooperative."

Mitchell said Mar Hook Inc. is the Robbins & Myers Hoist and Crane Division stocking parts and service

distributor. Robbins & Myers is an American manufacturer of electric cable hoists and overhead cranes.

Mitchell has developed several patents, including ones for the grapple tong used for loading logs and grapple yarding and the trailer hoist used for loading empty log truck trailers on trucks. He has patents in both the United States and Canada.

Mar Hook looks at North America as its prime market area, although the company does export some products into Southeast Asia and Canada.

According to Mitchell, the company plans on generating gross sales of \$2 million a year when it moves to Sandy.

Prior to going into business for himself, Mitchell was a foreman of a machine shop at Hanford, where he worked on the atomic bomb.

"Of course we didn't realize that we were working on a bomb," he recalled.

After a stint in the Navy,

Mitchell worked as a master mechanic and machinist for Schafer Brothers Logging Co. and Weyerhaeuser Co.

He called the decision to begin his own business "the hardest decision of my life."

"It takes a lot of nerve when you have four kids,"

Mar is an acronym for Mitchell, automatic and releasing.

"In the 1950s, I invented and patented an automatic releasing hook," said Mitchell. "It was used to transfer loads of logs from trucks, to water to mill deck."

The Mar Hook president has other patent ideas which he won't disclose until they've been successfully marketed.

Meanwhile, he's trying to put together a crew for the new Sandy plant.

"It's my opinion that a small business or corporation is no stronger than the people it employs," he noted. "We strive to have satisfied and happy employees. It leads to better productivity."

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Veterans' department posts record profit

The Oregon Department of Veterans' Affairs posted a record net profit of \$8,542,254 in calendar year 1977, reported H.C. Saalfeld, director. The year's profit boosts the over-all earnings from the Veterans' Farm and Home Loan Program since 1945 to \$50,380,635.

In Clackamas County last year, loans went to 2,618 veterans in the amount of \$75,416,373, compared with

2,381 loans in 1976 for \$75,074,192.

Since the loan program began in 1945, loans have gone to 19,793 veterans in Clackamas County in the amount of \$401,330,147.

According to Saalfeld, an upsurge in loan activity in the fourth quarter of 1977 was largely responsible for the jump in profits. New legislation increasing the maximum loan limits went

into effect at the beginning of October. Fourth quarter earnings totaled \$3,172,083. Saalfeld explained the net profit figure is calculated by deducting all expenses of the Department of Veterans' Affairs, including the

Veterans' Services Division, from the income of the loan program. The Department of Veterans' Affairs is completely self-supporting and uses no tax dollars.

The department granted 20,757 loans in 1977 in the

amount of \$619,968,891. This was a 6 percent decrease in the number of loans compared to 1976 when 22,093 loans were made. It was, however, a 4 percent increase in dollar volume compared to 1976.

public notices

NOTICE OF ELECTION OF BOARD MEMBERS

Notice is hereby given that on April 4, 1978, an election will be held for the purpose of electing 2 members of the Board of Education for Mt. Hood Community College. Multnomah, Clackamas, and Hood River Counties, Oregon, to fill the following positions and terms, including any vacancy on the Board which may exist:

Position 3, elected from Zone 3 to serve a term of four (4) years commencing the last day of July 1978.

Position 7, elected at large to serve for a term of four (4) years commencing the last day of July 1978.

The polls will be open from 8:00 a.m. to 8:00 p.m. Each candidate for an office listed above must file a declaration of candidacy or petition for nomination for office with the Elections Department of Multnomah County, Oregon, not later than 35 days before the date of such election, the deadline for such filing being 5:00 p.m. on February 26, 1978.

William J. Radakovich
 Director of Elections
 Multnomah County Sp-4f

NOTICE OF HEARING

NOTICE IS HEREBY GIVEN THAT AT 7:00 P.M. ON WEDNESDAY, FEBRUARY 8, 1978, IN ROOM 602 OF THE MULTNOMAH CO. COURTHOUSE, 1021 SW 4TH AVE., IN THE CITY OF PORTLAND, ORE., THERE SHALL BE A PUBLIC HEARING BY AND BEFORE THE PORTLAND METROPOLITAN AREA LOCAL GOVERNMENT BOUNDARY COMMISSION ON

THE PROPOSAL LISTED BELOW ANY INTERESTED PERSON MAY APPEAR AND SPEAK. IF GIVEN A REASONABLE OPPORTUNITY TO BE HEARD. PROPOSAL TO BE CONSIDERED:

Proposal No. W-120 Extraterritorial extension of a water line outside the Welches Community Water System consisting of approx. 400 ft. of 12" water line from the District's existing 24" line in Welches Rd. SE to the property to be served.

The territory to be served consists of TL 401, SE 1/4, NW 1/4, Sec. 9, T3S, R7E, W.M., Clack Co., Ore. (Assessor's Map 3 7E 9BD).

Sp-4T

PUBLIC NOTICE

The following public hearings are being held by the Sandy Planning Commission on February 1, 1978, from 8:00 P.M. at Sandy City Hall. The Commission will take public testimony from those persons living adjacent to the described property or within 200 feet of that property line.

The hearings are scheduled as follows:

8:00 1. Zone Change: 2.78, Gerald Long Property, 29 acres, R-20 to R-1, City of Sandy, Applicant.

8:15 2. Zone Change: 3.78, Cory McKee Property, 10 acres, R-20 to R-1, City of Sandy, Applicant.

8:30 3. Preliminary Plat Review: 2.78, 84 single family units, Henderson & McNeely, Applicant.

9:00 4. Conditional Use: 1.78, Duplex in an R-1 zone, Ray and Vicki Kolberg, Applicant.

9:20 5. Conditional Use: 2.78, Asphalt plant in an I-3 zone, Ruffing & Ruffing, Inc., Applicant.

Attested: Paul F. Helton, City Recorder Sp-4f

Snowmobilers need license

With snow in the mountains this year, there is renewed interest in snowmobiling the Oregon Motor Vehicles Division has issued a reminder that persons planning to go snowmobiling must either be a licensed driver or get a certificate to operate a snowmobile.

Most snowmobile instructors are members of snowmobile clubs or associations, said a

spokesman for the division.

To get a certificate, applicants must take a snowmobile safety course, and pay a fee to the instructor who then forwards the fee and necessary forms to the Motor Vehicles Division for issuance.

Instructors also are certified by the Motor Vehicles Division after passing a written examination.

To obtain the names of currently active instructors,

DMV suggests persons get in touch with a snowmobile club in their area or the Oregon State Snowmobile Association, Clinton Peterson, president, 13880 SE Rust Way, Boring, Ore. 97009.

In the meantime, information on snowmobile registration requirements and operating rules may be obtained from the Motor Vehicle Division, Salem, Ore., 97314.

Asphalt plant request goes before planners

The Sandy Planning Commission will hold five public hearings at its meeting next Wednesday night—including one on a conditional use permit for an asphalt and concrete plant near Sandy Truck Lines in the southwest portion of town.

Ruffing and Ruffing Inc., which has a road building and paving contracting business in Clackamas, has asked for a conditional use permit to place the plant in an I-3 (heavy industrial) zone. A spokesman for the company said that the Department of Environmental Quality would need to approve a air quality discharge permit before the plant could go into operation.

In another hearing, the commission will consider a request to zone 29 acres recently annexed land to a single family residential zoning. The property is owned by Gerald Long and the

developer, Henderson & McNeely, has indicated plans to build 84 single family units.

Sandy City Manager Paul Helton said houses planned for the subdivision would be in the \$60-\$70 thousand price range. Plans for a 4 1/2 acre park are also included in the preliminary plat review, said Helton.

Also on the agenda is a conditional use request by Ray and Vicki Kolberg to build a duplex in a single family residential zone on Tupper Road.

The commission will consider a zone change request for the Cory-McKeel property west of Lagensand Road. The 10 acres was recently annexed into the city and Helton called the zone change a "housekeeping measure."

The meeting will begin at 7:30 p.m. in the Sandy City Council Chamber.