

Tram

Continued from A7

One thing that tram riders often wonder is how supplies reach the summit, particularly the Summit Grill. Outside are two large propane tanks that would hardly fit in a cabin. Lockhart said there is a roadway up the back side of Mount Howard that comes up near Ferguson Ridge. Large items can be brought up that way. Most supplies, however, are brought up on the tram via a "boxcar" — an open, yellow car. A road accessible only by all-terrain vehicle provides access to each of the towers that carry the cable.

Improvements made

Most of the improvements made by the current owners have been about maintenance, Lockhart said. "Over the past three years, we've done some extensive remodeling," he said, replacing parts where needed. "We started a very aggressive maintenance program. We've

taken every assembly off," Lockhart said, and had a machine shop in Enterprise refurbish parts during the off-season. They also have made some additions to the attraction. When they bought it, there was only the terminal at the summit. Riders would go up, hike around, enjoy the view and ride back down. But the current owners poured a concrete slab, added a patio and the Summit Grill.

Improvements considered

The owners also are considering additions they can create. Already the tram does some catering to skiers. "We take people up in the spring and they hike over to East Peak and do a mountaineering-type of skiing," Lockhart said. In the 1990s, they considered adding ski runs down the back of Mount Howard that would end near Ferguson Ridge Ski Area. Lockhart hopes to be able to add interpretive tours of the mountaintop, including the his-

tory of the moraines, if they can find the right person to do the interpreting. That could be happening soon," he said. "But that's a special person we'd have to find." There also has been discussion of campsites in the area, but those would depend on the markets, the economy and what the U.S. Forest Service says of the ideas, since two-thirds of the tram is on its land.

The future?

Lockhart has hopes for the future of the tram. "There's things we would like to see happen," he said. "There's a possibility someone besides me could think (more) about winter sports." But for now, they just want to keep improving what's there. "We've been going 50 years and we'd like to add a few more things," he said. "We don't know what the life of the lift is, so we'll have to see."

Dams

Continued from A7

Getting to this point has taken decades of work, and overcoming a number of setbacks that threatened to derail the plan. The four dams were originally built between 1911 and 1962, with a total generating capacity of 169 megawatts. Efforts to remove the dams began in 2010 as part of the original Klamath Hydroelectric Settlement Agreement. At the time, the agreement was tied to another agreement, the Klamath Basin Restoration Agreement, which would have funded a multitude of projects to provide greater irrigation water security for basin farmers and ranchers. Congress, however, failed to implement the agreements prior to the Jan. 1, 2016, deadline, despite consensus from federal, state, county, tribal and agricultural partners. Instead, an amended version of the Klamath Hydroelectric Settlement Agreement went forward in 2016 while

the Klamath Basin Restoration Agreement was left behind. The split triggered frustrations among farmers and ranchers. This year is especially painful, as extreme drought prompted the Bureau of Reclamation to shut off water to most of the Klamath Project in May. "If that other settlement was in place right now, our farmers in the Klamath Basin would have well over 300,000 acre-feet of water, instead of no

water," said Dan Keppen, executive director of the Family Farm Alliance. "To see one of the agreements go forward and make progress ... that's sort of a hard thing to see. We got left holding the bag on that." Regardless, more fish in the river and improved water quality is ultimately good for everyone, said Meurer. "From our perspective, this can only help solve problems in the basin," he said.

DEATH NOTICES

Leslie Doyle Bolton of Sisters, OR
September 19, 1933 - June 11, 2021
Arrangements: Autumn Funerals - Redmond is honored to serve the family. 541-504-9485. Condolences may be conveyed to the family at www.autumnfunerals.net
Services: A private service will be held at a later date.
Contributions may be made to: Rotary Club of Sisters, PO Box 1286, Sisters, OR 97759 or Partners In Care, 2075 NE Wyatt Court, Bend, OR 97701

Marian Harriet Chambers of Culver, OR
February 15, 1933 - June 11, 2021
Arrangements: Autumn Funerals - Redmond is honored to serve the family. 541-504-9485. Condolences may be conveyed to the family at www.autumnfunerals.net
Services: A private service at a later date.
Contributions may be made to: St. Charles Hospice 63031 Layton Ave. Bend, OR 97701

Thelma Ann Goodspeed of Prineville, OR
Dec 30, 1932 - June 12, 2021
Arrangements: Autumn Funerals of Redmond is honored to serve the family. 541-504-9485. Memories and condolences may be expressed to the family on our website at www.autumnfunerals.net
Services: A private service will be held at a later date.
Contributions may be made to: Partners In Care hospice, 2075 NE Wyatt Ct., Bend, OR 97701.

Patricia Belle Perkins of Redmond, OR
May 27, 1939 - June 14, 2021
Arrangements: Arrangements Entrusted To: Redmond Memorial Chapel www.redmondmemorial.com; 541.548.3219
Services: Private Family Services
Contributions may be made to: St. Charles Foundation

OBITUARY DEADLINE

Call to ask about our deadlines
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Monday - Friday, 10am - 3pm.

No death notices or obituaries are published Mondays.

Email: obits@bendbulletin.com

Virus

Continued from A7

If you're fully vaccinated, feel free to say so

Kathryn Lundeen, owner of Culver City, California, gift shop Lundeen's, she said she wishes customers would be willing to tell her and her employees if they are vaccinated. "It would make everyone more comfortable," she said. "I have to trust that people are going to wear their mask if they're not vaccinated, but I don't know if that's really going to happen."

Remember that workers have gone through a lot

Wil Thuston, who works in retail operations at Disneyland, feels bittersweet as restrictions are lifted. "I've been cussed out and spat on for asking customers to wear masks, so it's a relief to not police them anymore. But now there's no way to know whether or not they're vacci-

nated." And he doesn't expect everyone to stay six feet apart forever, but he'd at least like people to remain more spatially aware. As a result of the anxiety and frustrations brought on by dealing with angry customers, he's looking into job opportunities that would let him work remotely. "The desperation level for me to get out of my job now has amplified to where I submit an application multiple times a day," he said. "I spend every single break and lunch at work job hunting." Darcey May, the general manager of Things From Another World, a comic store at Universal CityWalk, said that after seeing so many customers aggressively flout pandemic rules in recent weeks, it might be hard now for her to trust that barefaced customers are fully vaccinated. What would May like to see from customers? "Just a little more concern for employees and their safety."

OBITUARY

Joan Rinker

January 1937 - June 2021



Joan Rinker, age 84, of Bend, passed away June 12, 2021 in her home. Joan was born in January 1937 in Johnstown, Pennsylvania. She attended nursing school in Johnstown and had a long professional career as an RN. She married her husband, Harold, in 1962. Joan was actively involved with her church. She loved quilting, crafts, and hosting gatherings for her friends.

Joan is survived by her four children (Mark, Martha, Matthew, and John) and four siblings (Walter, Larry, Janet, and her twin sister, Jean). She was preceded in death by her parents, twin siblings (Jimmy and Jayne), and husband.





JOB FAIR!

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