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WORK CONTINUES ON POWERHOUSE

Beginning of contract "50", calling for the construction of the powerhouse superstructure, was well on the way this week with forms up for pouring around the enormous draft tube liners in bays one and two. These liners, a little over 23 feet in diameter, will house the turbine blades which drive the gigantic generators above.

These turbines will develop 60,000 horsepower each. The draft tubes, into which the generator turbines discharge, lead down under the fishway tailrace and out into the stream bed below the powerhouse.

The liners for these draft tubes were fabricated in the east from heavy ribbed plate and were erected and riveted in their respective places. Pours in the continuations of the upstream piers which will direct the flow of water into the turbines from above, were nearly completed this week. Because of the inaccessibility of these forms to the hi-line buckets proper, they were poured by hoppers fed into flexible pipes from the deck to the powerhouse.

Immediately adjacent to the south wall, huge steel tanks have been installed which will store the oil supply which will be used in the lubrication of the generating machinery and for the cooling of the big transformers. Next to this tank room, as it is called, a smaller turbine and generator unit is being installed which will furnish power for the operation of such machinery as will be necessary for the operation of machinery around the dam.

Progress is being made in the fish elevator canal between the powerhouse and the sealocks, although such progress is necessarily slow because of the complexity of the structure. Many thousand pounds of steel have been placed and more is yet to be fitted. Combined with the odd-shaped and comparatively small pours, that phase of the work is also retarded.

The major portion of the superstructure work will probably not begin until the tail end of the old contract is finished, although preparations were being made this week for the west wall of the powerhouse proper.

Present figures show that normal low water will stand at about plus seven feet on the powerhouse tailrace or downstream side. Normal high water will come to just under the level of the roadway deck, or just an even 100 feet above the highest portion of such structure as is now standing. Travelling gantry cranes will be placed on both the upper and lower decks of the powerhouse to facilitate the handling of pentstocks, stop logs and other such equipment.

Crews of clean-up men were at work on the reinforcing steel studs that jut out from the face of the powerhouse, scraping and painting all iron work. All stop-log, pentstock and grid-screen channels were being cleaned this week. The grid screens will drop in slides fitted into the upstream ends of the piers and will be composed of large iron bars set close together to screen out the refuse and flotsam from entering the turbines.

An elaborate system of lighting is being installed throughout the works with two lights being set into the head of each pier of the powerhouse, which when lighted at night, will make quite an appearance. This motif will be carried out throughout the entire dam and will tie in with the parking operations on the reservation.

Rent your rooms and apartments thru a classified ad in The Chronicle.

CASCADE YACHT CLUB MAKES APPOINTMENTS

Announcement was made by Commodore Shreve at the Friday night meeting of the Cascade Yacht club of the following appointments: Fleet captain, Rolf Enquist; port captain, Kenneth McNeel; fleet surgeon, J. D. Kyle; boatswain, Lou Ludwig; treasurer, Elmer Schrock.

In addition to Commodore Herschel Schreve, other officers of the local organization are: Vice-commodore, Glen Farrington; rear-commodore, Dick Shook, and secretary, Elmer Schrock.

All yacht club members are urged to be present at the installation of officers this Friday night at 8 P.M. in the model room of the U.S.E.D. administration buildingg in Bonneville.

Pacific Gets Bid For Locks Rip Rap

Pacific Construction Company of Seattle was successful in securing the bid for plaing of rip rap in the sealocks approach canal, and was scheduled to begin work last week, but delay caused by difficulty in securing equipment has set the date of actual construction to the first of next week.

This will call for 20,000 yards of loose fill, 7,500 square yards of hand placed rip rap and some 5,000 yards of back fill. Stock has been placed on each side of the canal and will be trucked to the bottom and laid up the sides.

The big "plug" placed in the canal to keep the water from backing into the sealocks by Columbia Construction Company will be taken out soon by the Monighan which has been standing idle for the past two weeks. This plug was in use as long as high water threatened, but as the river has subsided to almost maximum low, it is of no further use except as a roadway.

Similar operations are to be carried out along the banks of the powerhouse tailrace canal, the upstream approach canal to the sealocks and a portion of Bradford island shore line at the upstream end of the powerhouse. A dredge has been working for the past month cutting out the approach canal to the sealocks by Eagle creek, as part of the channel clearing operations being carried out from the dam to The Dalles.

Pacific Construction Company has established headquarters in bunkhouse 34 in the U.S.E.D. group with Mr. Yonlick in charge. General-Shea crews were engaged this week in mucking out the under pinnings of the downstream wingwall or guide wall in preparation to the beginning of the rip rap job in that sector.

INFANT ROWE CHILD PASSES, SHORT ILLNESS

On the 23rd of December the four months old daughter, Margaret Ann, of Mr. and Mrs. Irowe of Cascade Locks, died as the result of a weakened heart. The Rowes, who moved into the Clark addition in August from their home in The Dalles, had spent Sunday in the upper Hood River Valley on the slopes of Mt. Hood and had returned to the Locks Sunday night when the baby became ill. Funeral services were held in The Dalles the day after Christmas.

Robert Howe, formerly with the U.S.E.D., motored to Seattle the day before Christmas, was married Christmas day, in Seattle and two days later passed through the area on his way to a new job in California.

RAIN DOES NOT SLOW UP WORK

The rain-soaked and mud-splattered crew on the main spillway dam pushed doggedly on with the work of erecting forms and pouring in the abutment sector this week, as old man river, swollen by recent rains, rose a foot in her banks.

Primary pours in the base adjacent to pier 17, having been stripped of their forms, were being filled with loose ballast from the west bank of the cofferdam. A small caterpillar was lifted into the tank-like section and was working down the material as it was dumped. Form erectors were kept busy placing the large and cumbersome forms for the numerous inspection and cable tunnels, which are particularly complex around the abutment beause of the fishways, elevators and ladders being installed there.

Rock, worked loose by the incessant rains of the past week, was tumbling down the slope of the south bank, causing workmen to take time off and erect shelter roofs. Both hi-lines are working this sector now, rapidly bringing the pour up to level. Just how long it will take to complete the intricate labyrinth of tunnels, walls and blocks here is not known.

Steel was being placed in pier 9 Wednesday, and it was expected that forms would be in place for pouring by the end of the week. Pier 10 is set to the third lift, and pent-stock channels were being cleaned and scraped as top pours were setting. The pumpcrete gun located at the northwest corner of the cribs was running concrete into pier 14 early in the week, forty-eight hours being required for the aggregate to set.

Columbia's big electric Marion shovel worked off the inner slope of the east leg of the cofferdam this week, and in conjunction with two bulldozers, backfilled the space between the cofferdam and the upstream side of the dam. The larger boulders were placed against the wall of the dam and bound with smaller material. As soon as the wing-walls and sections of the abutment are completed to level, the backfill will be carried to the bank of Bradford Island.

Additional pumps were brought into action Tuesday, as a suuden rise in the river increased the influx of water through the cofferdam. Three big Byron-Jackson pumps in the northwest corner of the cofferdam which have been inactive for some time, were inspected and coupled up preparatory to lowering the level in the pool below. Several pumps were out of commission due to catching mud, grit and concrete in their impellers and scoring the rotors.

The steamer, "The Dalles", taking a drill barge upstream Tuesday, with the help of a small tug, encountered more current than she could cope with and a call for help brought the U. S. Engineers' powerful tug "Bonneville" to the rescue. With the aid of her several horsepower, the current was successfully negotiated. It will be remembered that but a few weeks ago this vessel was caught in a similar situation and was forced to await the arrival of an additional tug from Portland, before she was able to make headway.

Mr. and Mrs. Howard Haggblom, of Warrenton, enjoyed Christmas with Haggblom's parents, Mr. and Mrs. Charles Haggblom.

Pome

From the day of your birth
Till you ride in a hearse
There's nothing so bad
But it could have been worse.

10-TON VALVES ARRIVE FOR USE IN SEA LOCKS

(continued from page 1)

placed between the upstream guide wall and the end of the sealocks wall adjacent to it. When built it will support a duplicate of the crane which is now located at the opposite end of the locks and used to manipulate the huge 20-ton stop-logs. At present these logs, which will be used as emergency gates, are being stocked on top of the locks walls where they can be quickly picked up and plaed in their slots by the crane.

The only gap remaining in the sealocks walls now is that which will be occupied by the fishway entrance and this will not be filled until the elaborate machinery and related works are completed.

The main and permanent gates for the sealocks are to be constructed outside, and are expected to be ready for placement around February 1, 1937. In the meantime, the stop-logs and the small temporary gates at the upper end will serve to accommodate local river trafffic at such time as the new cofferdam is placed shutting up the main channel of the river.

NOTICE TO PARENTS

Cascade Locks, Ore.,
December 19, 1935.

Dear Parents: The services of the school lunch room will be open for your children at the beginning of the new school term on Monday, January 6, 1936.
day, January 6, 1936.

We are having lunch tickets printed to be punched at each lunch. We are having them printed so that if your children are absent, the ticket will be good until used. The price will be one dollar ($1.00) per ticket for twenty (20) school days. If it is not convenient to pay the $1.00 at the time the ticket is purchased, you may pay twenty-five cents (25c) per week, or you may if you wish, exchange vegetable produce and be given credit on the lunch ticket at the market price, such as: carrots, potatoes, onions, cabbage, turnips or such.

We are using a card index system, so that the lunch tickets may be left at the school to avoid loss of ticket and consequent confusion.

Sincerely,
Lunch Room Committee.

NEW GROCERY STORE OPENS

During the past week the stock in the store of R. E. Andrews and Co. was moved into that of the Chapman Grocery store in Cascade Locks. Sunday it is planned to move all of the Chapman stock from the present location into the building formerly occupied by Andrews. More stock is to be added to the present amount.

The new establishment, under the management of C. C. Chapman in conjunction with R. E. Andrews, will open its doors Monday morning.

THEATER HAS BIG NIGHT

Sid Phillips, manager of the Roosevelt theater, reports that last Monday night with "Frisco Waterfront" playing, more patrons attended the showing than have attended any picture since in March when "The Thin Man" was played.

It was the second largest day in the history of the local show house.

Mr. and Mrs. Erick Erickson and son, Walter, were guests of Mr. and Mrs. Erick Granstrom for Sunday dinner.

Mr. and Mrs. Arthur Granstrom were guests of their daughter and son, Mr. and Mrs. Arthur Warren, for dinner on New Year's day.