

READ ALL THE NEWS OF THE
DAM AREA IN THIS WEEK'S
CHRONICLE—ONLY COMPLETE
COVERAGE PAPER!

THE BONNEVILLE DAM CHRONICLE

Hood River Public Library
Library

DELIVERED BY MAIL
EVERY FRIDAY

FRIDAY, AUGUST 6, 1937.

HOOD RIVER

CASCADE LOCKS

BONNEVILLE

VOL. 4, No. 20

Magic Eye, Sodium Lights, Tested Tuesday

Under the auspices of John Ever-son, electrical engineer for the state highway department, the electrical eye and lighting of the new Tooth Rock highway tunnel were given a thorough testing Tuesday afternoon and evening. Final adjustments were being made this week and when the new stretch is opened Friday everything will be in readiness in the tunnel.

Among those present at the test were F. E. Andrews and H. D. Farmer of the Bureau of Public Roads and Glenn Paxson, bridge engineer for the State Highway Department.

When the new sodium vapor lights are first turned on they give a red glow, then in about 15 minutes this red changes to a yellow which remains for the duration of the time they are on.

The red glow is similar to our standard neon lights and that is exactly what it is. As the neon warms up, it heats a small bit of metallic sodium which is on the inside of the neon chamber. This metallic sodium vaporizes and, being a far better conductor of electricity than neon, carries the circuit and the neon becomes dormant. As the neon becomes dormant the red glow changes to a yellow.

The sodium vapor light in itself generates so little heat that in order to keep the metallic sodium vaporizing, the heat generated by the neon must be preserved. This is done by enclosing the entire globe in a vacuum. In some localities where cold weather is experienced, it is necessary to have another chamber of air on the outside of the vacuum to further protect that inside chamber.

The main worry of the lighting engineers is to arrange the lighting so that there will be as little contrast as possible between the intensity of light inside and outside the tunnel. Each entrance of the tunnel is equipped with a battery of incandescent lights to ease this contrast. It is thought that before long the highway for one-half mile on either side of the tunnel will be lighted to further aid the motorist.

The beautiful thing about the whole deal to the bureau and state is that the power for the lighting is to be secured from the Bonneville Dam at no cost. At the present time power is secured from the West Coast Power Company.

Some talk has been heard that the huge freight trucks would have a difficult time with top clearance in the tunnel. The writer was rather doubtful, also, so he checked on this point. The lowest point of the arch under which trucks will travel is 16 feet 6 inches from the floor. We understand that the state law limits trucks to a height of 14 feet.

CCC Boys Hear Talk

To acquaint 42 new CCC boys who recently arrived from Minnesota and are now members of the Cascade Locks Camp with the work of the Forest Service, Albert Wiesendanger, senior forest ranger of Eagle Creek, gave them an illustrated talk Monday night similar to the one he recently gave the National Guard training camp.

HIGHWAY HOPES FADE

Hopes of having the highway job east of the Eagle Creek tunnel done this year are fading fast with apparently the Bureau of Public Roads and the railroad officials not being able to reach an agreement over right-of-way. Present plans call for the departing of all bureau men from the area with the completion of the present work on the tunnel and bridge.

DAMS AND VIOLINS BUILT ON BRADFORD ISLAND

This spring and early summer, when the water was high and there wasn't much doing on the spillway dam, particularly in those hours between midnight and dawn, in a small shack near the south end of the spillway dam, Frank Bethea of the American Bridge occupied his time with a construction job far removed from building dams.

With a jack knife, glue sandpaper and a live steam tap, Frank fashioned himself a violin and then a guitar. From scraps of maple and pine he carved and polished the various component parts of his violin. With individual pieces cut to pattern, he steamed them into the proper curves and depressions over a live steam tap.

He also made the bow for the violin. Instead of using hair on the bow, he removed a very fine wire from a Model T Ford spark coil.

The guitar, naturally a bigger instrument, was made of gumwood, maple, cedar and pine. The two pieces were made over a period of about three months.

Bethea claims he is not a musician, but just plays at it for his own amusement.

New Stretch Of Highway Opens Friday

O. B. S. officials announced Wednesday that the new stretch of highway over Eagle Creek and through the new Tooth Rock Tunnel will be open this week for general traffic. This opening is in the nature of a temporary accommodation. Some delay has been encountered in the pouring of the top coat of the black top. Cars will be allowed until the final pouring which will turn traffic back over the old road for about two weeks.

A 15-mile-an-hour speed limit will be enforced by state police over this stretch, due to the loose gravel and unfinished surface.

Apparently the old highway above the tunnel will be blocked off entirely, even for tourists as soon as the new piece is completed. In the O. B. S. contract is a provision for the removal of the temporary bridge above the east portal of the tunnel, so through traffic will be impossible.

Travel for Nothing Is Motto of Visitors

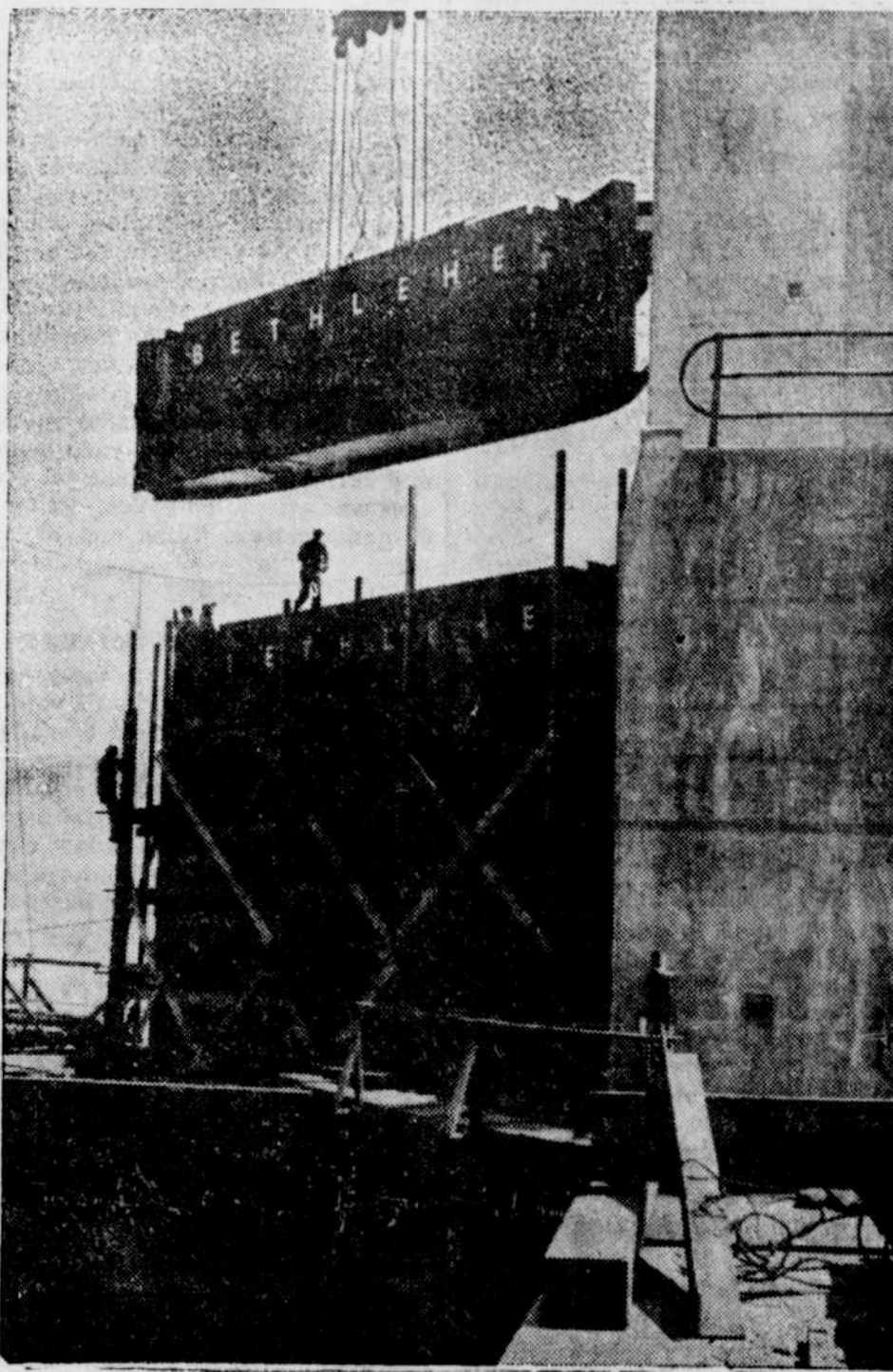
The world champions of something or other, Mr. and Mrs. Paul Livingstone, spent Monday night as the guests of Mrs. Kathryn Geer Penn of Cascade Locks on the 96th day of their 1000 days of free travel. The Livingstones left Tampa, Florida, on April 4, 1934, and without one cent of cost to themselves, have travelled 35,800 miles since.

The couple has lived in the best hotels, eaten in the best restaurants, and possess receipted "bills" showing that they have received \$27,614.12 worth of food and accommodations. How do they do it? Simply by asking. "Out of 3176 requests for free food and lodging, we have been turned down just 70 times," said Livingstone. Among other gifts received have been five used cars, each of which has been used until worn out.

It is the practice of Livingstone, who before the excursion was a professional writer of stories in the Saturday Evening Post, Collier's, and other magazines, not to pay for even a postage stamp, or an automobile license.

The Livingstones are now on their way to Hollywood, and in 14 days will have reached the end of their free tour.

It Didn't Squash Him



When this 54-ton section at Bonneville Dam settled into place, the signalman, shown beneath it, got under one of the holes and then clambered to the top.
—Courtesy, Oregon Journal

Port Meeting Scheduled for Thursday Night

Thursday night, August 12, at 8 P. M., the commissioners of the Port of Cascade Locks will hold their regular meeting in the city hall.

At this meeting it is anticipated that John H. Lewis, newly hired port engineer-manager, will present a preliminary outline of what he intends to do and what can be done. It is understood that Lewis has already assembled a considerable amount of data that will be of interest to all Cascade Locks folks. The meeting is an open meeting and everyone is invited to be present.

Since the last meeting the commissioners have personally, as a body, inspected the waterfront from the present locks to a point above Herman Creek so that they will know what they are talking about when discussions arise.

WELL TO BE DUG ON ISLAND

Bids were called this week for the drilling of a well on Bradford Island. The well will serve as a water supply for control houses on both sides of the spillway dam and for any other supply needs on the island.

LAST BANK NIGHT SCHEDULED

Next Wednesday night will be the last Bank Night this summer, Sid Phillips, Manager of the Roosevelt Theater, announced this week.

Drawings will take place until someone wins the accumulated prize money.

BABY GIRL BORN

A baby girl, 7½ pounds in weight, was born Wednesday morning in Hood River to Mr. and Mrs. S. S. Stevens of Cascade Locks.

Old-timers Meet At Locks Sunday

Days when young men wore whiskers, days when ladies wore dust-sweeping and most abundant dresses, days when the rest of the world traveled in hacks and surreys or on bicycles or saddles horses and Cascade Locks' only communication was the Columbia River. Those were the days recalled last Sunday when the Cascade Locks residents of many years ago gathered for their 14th annual picnic.

One hundred and fifty persons gathered on the locks grounds, bringing basket dinners and spending the day recalling trips of the Bailey Gazurts and speeches of William Jennings Bryan.

Dozens of them remembered when Cascade Locks was known only as a lumber town. Many were those who remembered the old portage railroad around the cascades, when freight was brought from Portland, to be unloaded from boats, put on the portage line, hauled by rail to a point above the rapids and loaded again on a steamboat.

Some of these pioneer residents recall the building of the Union Pacific Railroad and practically all of them knew Cascade Locks long before the Columbia River Highway was ever envisioned by man.

To be sure, the district of Cascade Locks has changed, particularly in recent years, and always once a year the old residents come back, revisit the romantic haunts of early days, and recall the colorful times before the present age of new deals, bad deals and raw deals, when the hardy pioneers were judged merely by their adhering to the square deal.

Ross Favors Low Power At Damsite

That J. D. Ross, proposed administrator for Bonneville power presents a viewpoint acceptable to interests of the dam area, was brought out this week.

Marshall N. Dana of the Oregon Journal, in an interview in Seattle with J. D. Ross, most mentioned appointee for the office of administrator of the Bonneville Dam, drew from Ross the information that the people of the Bonneville area are most interested in. This question is concerning the cost of power at the switchboard.

To quote Mr. Dana "Then, as to industrial rates, Ross drew roughly on a sheet of paper a circle around Bonneville with a radius of about 10 miles. Within this distance, he said, it should be possible to deliver Bonneville current at what he calls machine voltage. Within this distance, thus, it should be possible to deliver current to industries with little, if

(Continued on Page Sixteen)

Pouring Ogees Scheduled for Last of Month

With the Columbia River dropping rapidly, old faces are appearing and more are to come as pouring time nears in the third step cofferdams.

With the river flowing at the rate of 192,000 feet per second on the 30th of July, army engineers estimated that pouring would begin the last week of this month.

Gates were lower in bays 14 and 15 yesterday and divers were sent down to investigate the status of the plus 10 level on which the ogee sections will be poured. It is anticipated that a certain amount of sand, gravel, and debris will be found, which will have to be removed before the cofferdams can be placed.

As soon as this debris is removed and the water has dropped somewhat lower, the placing of the cofferdams will begin.

The ogee sections, as has been explained in previous stories, are those section between the piers on the south which were not poured last year. They extend from elevation plus 10 to plus 24 and are about 60 feet in width. These sections which are poured inside the third step cofferdams must be poured this summer in order that the pool may be raised.

In anticipation of this season, work on these ogee sections, the upstream main gates were constructed to allow them to drop to the plus 10 level so that when the placing of the third step cofferdams begins, they may be dropped, as two of them have been already, to still the water and allow the divers to work. They will be put to work for any other purpose—that of scouring out the gravel in the bottom of the bays, if the divers report much present. This will be done by raising the gates slightly and allowing the water to rush through the narrow opening.

With the divers reporting the under-water regions in good condition, the cofferdams will be slipped down slots in the piers and anchored at the bottom. On each bay there will be two cofferdams, one on the downstream side of the gate and one on the upstream side. When the cofferdams are in position, the gate will be raised, forms placed and the pouring will begin.

These cofferdams are interesting articles. They are made up of sections of planking, each section being approximately 60 feet by 10 feet, and of six-inch planking.

Constructed better than a year ago,
(Continued on Page Sixteen)