

## Audio and videotape used to document reservoir cleaning project

By Noni Andersen

As a concern, it isn't on the top ten list for most people, but even the best kept reservoirs accumulate some sediment and must be cleaned from time to time. That is why people driving by Vernonia's Stoney Point Reservoir in early October might have seen what appeared to be a diver on top of the reservoir.

It was no mirage, it really was a diver, in full gear.

The diver was Mark Harvey, one of three employees of Hydrotech Tech International who came to Vernonia from Port Townsend, Wash., to clean and inspect the reservoir. Assisting Harvey were Chad Masi and Chris Green. Masi stayed on top of the reservoir to tend hoses, supply equipment to the diver and generally keep an eye on the operation. Green, who usually dives, was inside the audio/video-equipped van watching, listening and taping the procedure.

After inspecting the exterior of the concrete structure, including the observation that moss was forming on the top, Harvey donned the diving gear and, using the built-in metal ladder, descended into the interior through a 24-inch by 48-inch hatch. Because the reservoir contains drink-

ing water, the diver's one-piece dry suit, plus the hoses and any other equipment that would come in contact with the water, had all been decontaminated with a bleach solution.

A helmet-mounted underwater camera, complete with lights, recorded what could be seen. Harvey, who had two-way communications with the van, supplied a commentary for further clarification. "The flakes you see are bits of corrosion off the ladder," he said, while descending the ladder with the vacuum hose.

To keep the diver's hose and the vacuum hose from stirring up sediment, floats are used to suspend them in the water. Before stepping onto the bottom of the reservoir, Harvey vacuumed a space around the ladder, also to keep from disturbing the sediment.

"The interior may be gunited," he observed, adding later that some of the concrete was sloughing off and settling on the bottom along the walls. Approximately three inches of "light, silty sediment" on the bottom was vacuumed out through a hose that went up over the top and down the side, emptying into a natural drainage area out-



Mark Harvey, in diving gear, and Chad Masi make preparations to start an inspection of the interior of the Stoney Point reservoir. The large hose on the left is a vacuum hose that will remove sediment from the bottom of the reservoir.

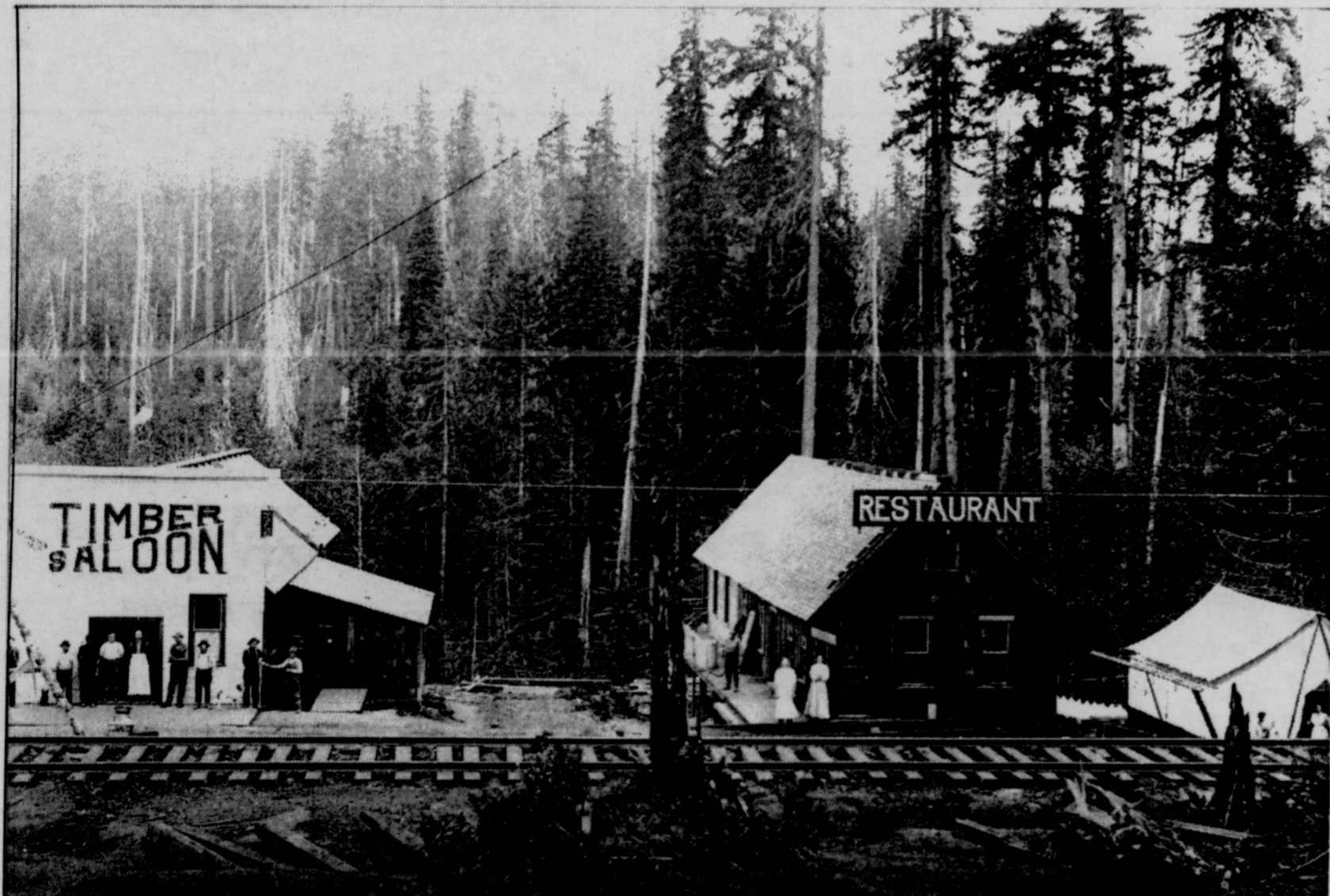
side the reservoir. The vacuum couldn't remove old welding rods, left from the installation of the ladder and hatch, which could also be seen on

the bottom.

When the Hydrotech crew left Vernonia, a couple of days later, they also left a videotape of the job with the

City's public works department. It'll never be a top box office draw, but it's a lot better than trying to guess what shape the reservoir is in.

## Book tells story of building a railroad from Hillsboro to Tillamook



The town of Timber was just beginning its growth spurt in this photo from *The Saga of Pacific Railway & Navigation Co.* Photos of Buxton, Timber and Cochran are both surprising and fascinating.

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Paul Clock grew up in Forest Grove and started doing historical research in earnest as a student at Pacific University. He also discovered that he

had difficulty staying in the classroom when there were mountains and streams calling him.

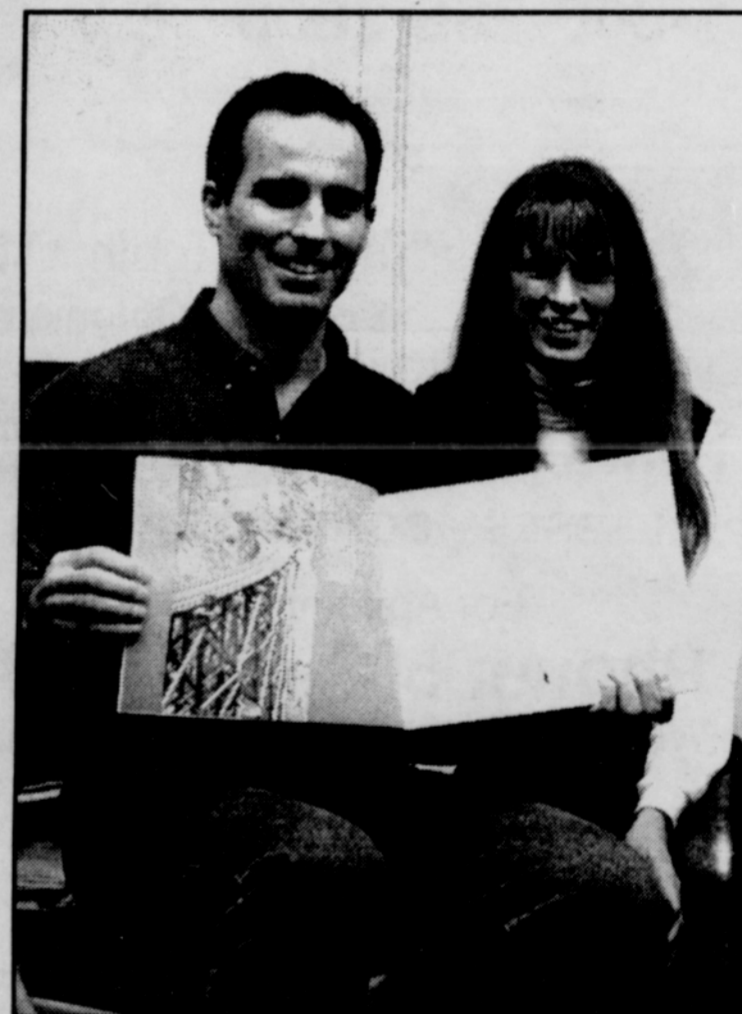
When Clock became interested in the history of the Pa-

cific Railway & Navigation Co., he didn't know how many years he would invest in the story. Nicknamed Punk, Rotten and Nasty because of the company's initials, the line is now known as the Port of Tillamook Bay Railroad.

Some twenty years after starting, Clock has produced a fascinating tale that began, for him, on hunting and fishing trips with his father in the Coast Range drainages of the Tillam-

ook and Nehalem Bays.

Photos of early settlements and huge trees are fairly common in many collections, but this book stands out for the range of the photographs. Many of the most magnificent show incredible detail of the engineering and construction that were involved in spanning rivers, streams and canyons as the railroad crossed the Coast Range.



Paul and Elizabeth Clock have self-published the "coffee table" book filled with historical photos of the PR&N railroad construction., in order to keep costs down and make the book available to more people.

Maps, quotes and Clock's own narrative add to the detail and authenticity of this tale of man's quest to push his own limits farther and farther. The book is totally enjoyable and sometimes awesome.

*Punk, Rotten and Nasty* is a must for many people, but especially for northwest railroad buffs. The book is well worth the \$29.95 being charged—just enough to cover the costs of publication.

Copies of *Punk, rotten & Nasty* are available at \$29.95 from The INDEPENDENT, 725 Bridge Street, Vernonia.

To order by mail, send a check or money order for \$29.95 plus \$4.00 shipping and handling to: Corbett Press, P.O. Box 80343, Portland, OR 97280.

Call 503-452-5358 for more information.