



# Willamette Falls Heritage Foundation

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Fall 2008

## Lock Fest V

Over 2,000 people showed up at the fifth annual Willamette Falls Lock Fest, September 13, devoting a sunny fall day at a one-of-a-kind history festival alongside our 1873 navigation canal. In spite of the absence of boat rides and yachts in the chambers, visitors soaked up local heritage exhibits, kids' activities, music, food, educational demonstrations and tours, and exposed their kids to history and boating safety through a popular new "History Hunt" game for children. Visiting Volkswalkers voted with their feet and guests of all ages were all smiles as they supported the continuing efforts to keep this unique Oregon navigation canal operational.

This year, a new partnership with the West Linn Art Festival and the City of West Linn let visitors ride free shuttle buses to Willamette Park and back, soaking up culture at both ends of the line.

Besides the City, our repeat sponsors for this year's event were Portland General Electric, West Linn Paper Company, West Linn Lions, and Accurate Installation. The event organizing committee, Sandy Carter, Roger Shepherd, Jody Carson, Mike Watters, Patti Galle, Ian Dunlap and Chuck Ferrell, extends its heartfelt thanks to the more than 100 volunteers who made the event possible. Mark your calendars for Lock Fest 2009, on September 19th.



West Linn Community Chorus's Ensemble treated Lock Fest visitors to a set of barbershop and patriotic tunes.



"Paper + Ink = Art" volunteers hung kids' prints to dry while families pursued the other booths of the History Hunt.



Executive Director Sandy Carter finds a moment to chat with Ian Dunlap, Human Resources manager for West Linn Paper Company, which co-hosts Lock Fest with the Corps and PGE.



Former State Senator Verne Duncan speaks September 13 on behalf of the One Willamette River Coalition's efforts to keep West Linn's canal open.

## Lesson Plans use Crown Z video oral history

Five exciting lesson plans based on the foundation's oral history DVDs about mill work are now part of the Rosemont Ridge junior high curriculum, adding authentic West Linn voices and a new local focus to West Linn social studies and history lessons. This ground-breaking educational project was funded in 2007 by the Juan Young Trust. Copies of "Grindstones, Boomsticks, Tattletales and Nips", upon which the new curriculum is based, are now in media libraries at all 12 district schools.

## Needed: Fundraisers and Benefactors for West Linn Historic Grindstones public art project

To get West Linn's first public art project moving and completed in 2009, the City needs two or three fine arts and heritage supporters who can plan and execute a great fundraising party or deliver sponsorships for the \$40,000 project. Please contact Sandy Carter at 503-650-9570 about this great opportunity to help create a lasting legacy to mill work in West Linn. (See related photo and caption at right.)

# Director's Message

## Ways you can support our work...

The long nights and bright lights of December are here, and as we look ahead to 2009 the economic horizon is cloudy, to say the least. And yet we dare to hope. We hope for a sensible resetting of our national priorities. We hope for renewed attention to basics like environment, education, peace, and health. And we hope for your continuing support of both our on-the-ground work, like Lock Fest and our millwork oral history, and our advocacy for preservation, where the need for vigilance is ever-present.

We think saving stories is as important as saving money, and saving the authentic places that represent our Oregon heritage is something that should be on everyone's short list. As Oregonians yearn for authenticity and understanding at all levels, let's find ways for our history to coexist with and inform our future.

If you can spare that proverbial dime this December, we urge you to consider supporting the work of the foundation by...

- Making a tax-deductible charitable contribution to Willamette Falls Heritage Foundation, by mail or from our website, and then donate a matching amount to the Oregon Cultural Trust before December 31, for an Oregon tax credit of up to \$500 for individuals or \$2,500 for a corporation. This philanthropic one-two punch can actually result in a net zero effect on your taxes, depending on your individual situation. Or,

- Giving a unique West Linn and Oregon heritage gift. Share the stories of our mill 'elders' by giving the honored citizens in your family the Crown Zellerbach oral history DVD set. Get "Grindstones, Boomsticks, Tattletales and Nips—the people and the stories of Crown Zellerbach International, West Linn Division, 1928-1986" (2 hrs.), or part two, "Friends, Fish and \$1.09 an Hour" (1 hr.) for just \$24.95, or order the set for \$49.90 from our website or \$45 by check, to PO Box 311, Marylhurst, OR 97036. Both movies are close-captioned for the hard-of-hearing. Or,
- Giving one of our striking limited edition Lock Fest Collector's Posters to an art-lover on your list. Order online at [www.willamettefalls.org](http://www.willamettefalls.org) or by phone (503-650-9570) and check. We still have a few 2006 posters, as well as 2007 and 2008 in small and large sizes. (12"x18" or 18"x24") Small posters are \$15 and large posters only \$25, plus shipping if needed. Or,
- If you are required to take an annual distribution from your IRA, you still have the opportunity to cash in on tax advantages for taxpayers age 70½ or older making such a distribution. Ask your tax preparer about the payoffs for donating up to \$100,000 to a qualified charitable organization like Willamette Falls Heritage Foundation.

And please have a wonderful and thankful holiday season.

~Sandy



City Council blessed the winning design for the Historic Grindstones sculpture, by Tucson artist John Davis, but the project awaits sponsorships to supplement the city's percent-for-art.

# Hawley Art fulfills its promise—exhibit opens Jan. 4

A unique fine-art memorial to local history will open Sunday, January 4, at the West Linn Library Gallery with images of a small wooden structure high above the Willamette River. The hauntingly similar but strikingly different paintings present Hawley Pulp and Paper Company's 1916 powerhouse, which perched on the lip of Willamette Falls until its demolition this summer.

The Hawley exhibit is our second "Art Contemplates Industry" temporary collection, and the work may be purchased from the artists. We will host an Artists' Reception from 2-4 p.m. on the 4th, and the exhibit will run through January. Last year's first Foundation Industry & Art collection, focused on West Linn's T.W. Sullivan Power Plant, featured nine artists. This year's project juried the prior work of dozens of regional artists and selected 17 of them for participation in a plein air, two-day

event hosted by Portland General Electric at the powerhouse in late June. The demolition of the structure began in July.

The public is invited to visit the library during the reception or any time in January to witness this artistic exploration of our falls-area hydropower heritage and pay tribute to a vanished icon of the falls.

To preview the art, go to our on-line gallery at [deanwalch.com/artjam/gallery.asp?artist](http://deanwalch.com/artjam/gallery.asp?artist).

Shelley Hershberger's powerful oil painting depicts Oregon City's recently demolished historic powerhouse surrounded by the falling waters of the Willamette River.



## Triad Construction wins Locks contract but safety inspection costs exceed appropriation

An August bid opening for a Hydraulic Steel Structures inspection of Willamette Falls Locks' gates found the valid bids far surpassing available money, throwing Locks supporters back into the hunt for money to keep the inspection moving and assure canal operations in 2009.

In 2008 the Corps had gained federal approval to reallocate some Portland District resources (\$511,000) to pay for the inspection. With news of the higher bids, the One Willamette River Coalition (formerly under Oregon Solutions) began developing a \$2.37M request for the Willamette Falls Navigation Canal gates. Our shovel-ready 'ask' may be included in a stimulus package in early 2009. Meanwhile, according to Jeremy Webber, of the Engineers, Triad Construction will be awarded the contract, but will initially be limited to working on Gate 3. The Corps will realize some savings because the Army has

donated the use of a remotely operated underwater vehicle (ROV) for underwater aspects of the gate job.

Approval of the request will allow inspection of all gates and fixes for problems that may surface during the process, plus operations and other repairs already on the canal's five-year calendar. With the funding, Willamette River communities will once more be able to count an uninterrupted Willamette marine highway for future recreation and river tourism, as well as increasing commercial traffic stimulated by the rising long-term cost of oil.

Looking ahead, the coalition is armed with a recent study showing how three other American canal systems have moved out of the Corps stable. Persistence—key to locks' stakeholders' success—will still be required to bring about an eventual transfer of ownership of the canal out of federal stewardship.

### WHO WE ARE

We are partners, stewards and advocates of the culture and heritage at Willamette Falls. Our mission is: To preserve and promote awareness of the magnificence and history at Willamette Falls so that it will live in the minds and imaginations of people of all ages.

- Please send me your newsletter  regular mail  email  Please notify me of regular meetings, the same way  
 Please let me know about volunteer opportunities  Please contact me about a meeting, Presentation or tour  
 I would like to make a tax-deductible contribution
- Up to \$50** Friend  **\$50 to \$99** Supporter  **\$100 to \$499** Benefactor  **\$500 to \$999** Silver Partner  
 **\$1,000 to \$4,999** Gold Partner  **\$5,000 and up** Legacy Sponsor  \$ \_\_\_\_\_ Corporate Sponsor  
 I would prefer to be a Monthly Sustaining Donor at the \$ \_\_\_\_\_ level.

NAME \_\_\_\_\_ EMAIL \_\_\_\_\_

ADDRESS \_\_\_\_\_

CITY/STATE/ZIP \_\_\_\_\_ PHONE \_\_\_\_\_

*Willamette Falls Heritage Foundation is a 501(C)(3) nonprofit Oregon corporation established for educational purposes and heritage preservation.*

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# Heritage Area Coalition funds UO master planning for this area

Foundation board members Sandy Carter and Jody Carson have been honorary advisors to a University of Oregon Landscape Architecture class this autumn, thanks to their participation on the new Willamette Falls Heritage Area Coalition.

Sandy Carter has also been among the coalition members leading tours by Professor Robert Z. Melnick's fall UO class of the historic industry at the falls. The class's assignment this term is to explore the issues of interpretation and improving public access to potential falls-area attractions. More later on what they have come up with.

The group started two years ago with joint meetings of the two cities' mayors to facilitate communication on preservation and heritage projects around the falls. Its members share the vision of a future state and/or national heritage area centered on Willamette Falls. The current focus area would extend

from the mouth of the Tualatin River to the mouth of the Clackamas River. Willamette Falls Canal and Locks—working its way towards National Historic Landmark designation—will be the anchor attraction.

The coalition is a public-private partnership that includes the cities of West Linn and Oregon City, Willamette Falls Heritage Foundation, Clackamas Heritage Partners, Portland General Electric, Confederated Tribes of the Grand Ronde, the State Historic Preservation Office, State Parks, Clackamas County Department of Tourism and Cultural Affairs, the Ice Age Floods Institute, Blue Heron and West Linn Paper Company mills and representatives from the One Willamette River Coalition. For more information, contact Linda Bell, at Clackamas County Department of Tourism and Cultural Affairs.

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## Oregon City Bridge to be restored in 2009

The Oregon City/West Linn Bridge is part of the legacy of Conde B. McCullough, one of the leading bridge engineers in the United States between the world wars. His work in Oregon—hundreds of structures including more than 30 arched spans—was part of the state's nationally recognized highway system at a time when the automobile first claimed its place in the life and character of America.

McCullough diverged from the concrete deck arch form when he designed a span to cross the Willamette River at Oregon City in 1922. Here, an old wooden suspension bridge had outlived its usefulness. McCullough studied the site for two years. A deck arch was possible, but steady traffic on the river and the main channel depth prohibited the use of wooden falsework needed during construction. A steel-truss span or a suspension bridge would be vulnerable to corrosion.

A steel half-through arch, in which the road deck rested halfway up the curved ribs of the span, was what McCullough finally chose. He used the old suspension bridge's anchors, towers, and main cables instead of false work in erecting the central arch's massive, 360-foot box-girder ribs. He then encased the structure in Gunite, a mixture of sand, cement, and water, which was sprayed on all metal surfaces to protect them from corrosion. He completed the bridge with a concrete deck and railings. In 2005, McCullough's Willamette River (Oregon City) Bridge was listed in the National Register of Historic Places.

Today the famous old bridge is badly in need of repairs. The arch span's exterior sprayed concrete covering is deteriorating; the bridge deck needs to be replaced; and the historic bridge rails and balusters are in poor condition. The key



Looking north, this ODOT file photo shows a worker spraying Gunite on the top of the arch during final phase of the 1922 Oregon City bridge construction. Photo from ODOT collection.

construction elements to restore this magnificent, historic bridge will begin in the fall of 2009. The sprayed concrete covering, will be redone. The deck and joints will be replaced. Craftsmen will replicate the historic railing with a safer design while retaining its historic look.

To complete the work, the narrow bridge will be closed to vehicle traffic. Bicycle and pedestrian access will be maintained whenever possible.

*(excerpted and abridged from ODOT's website)*