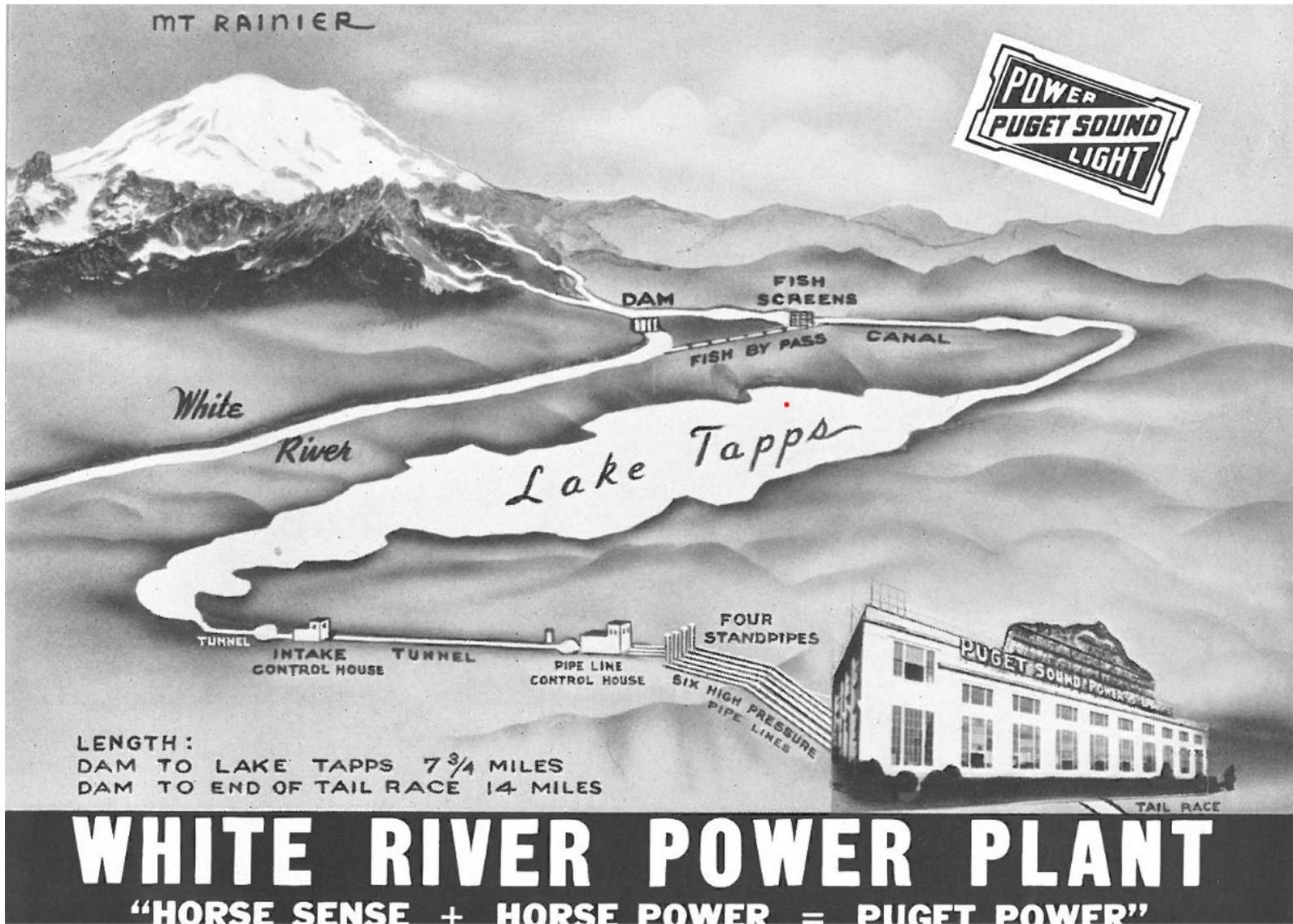
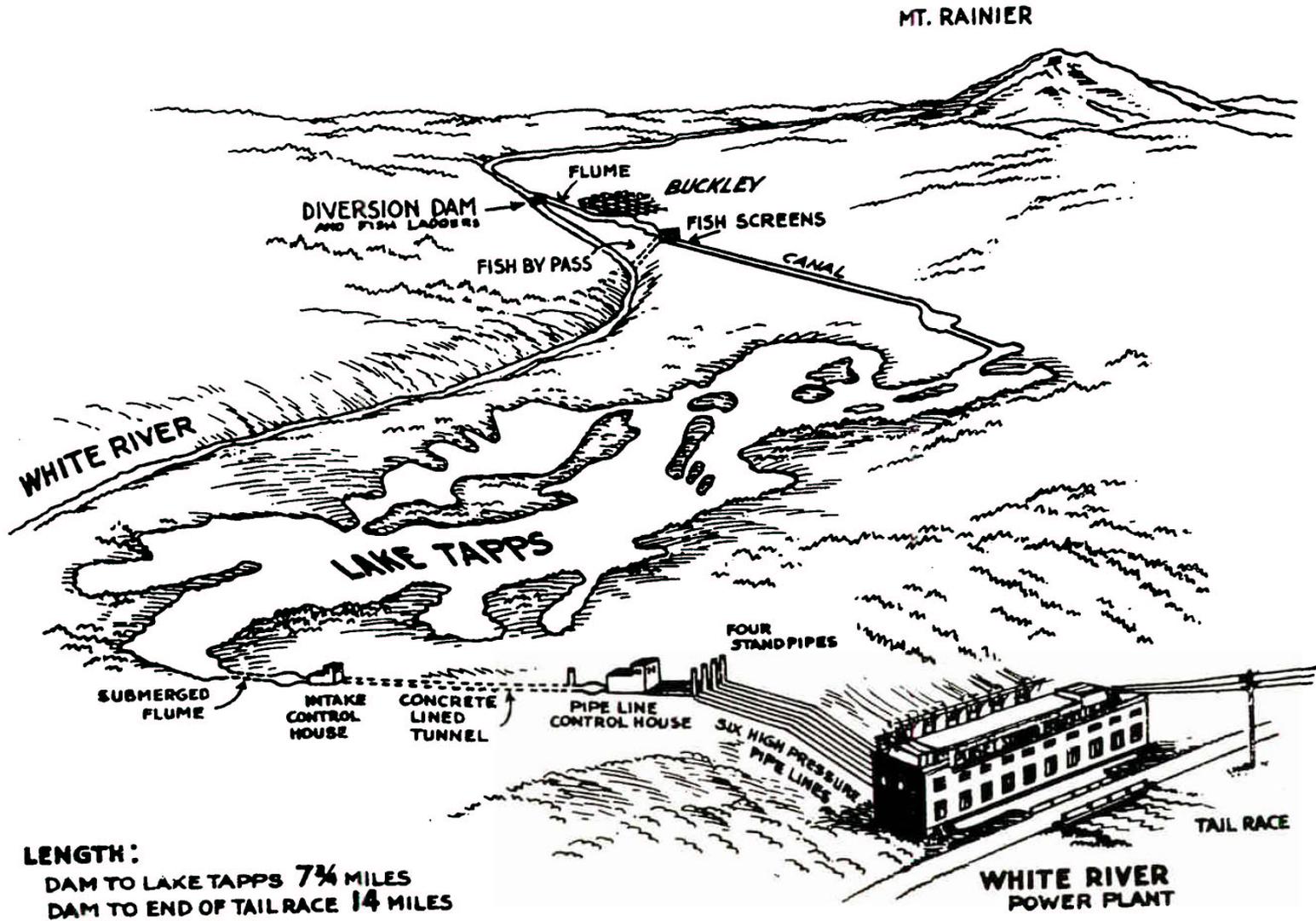


White River – Lake Tapps Reservoir Historical Photos





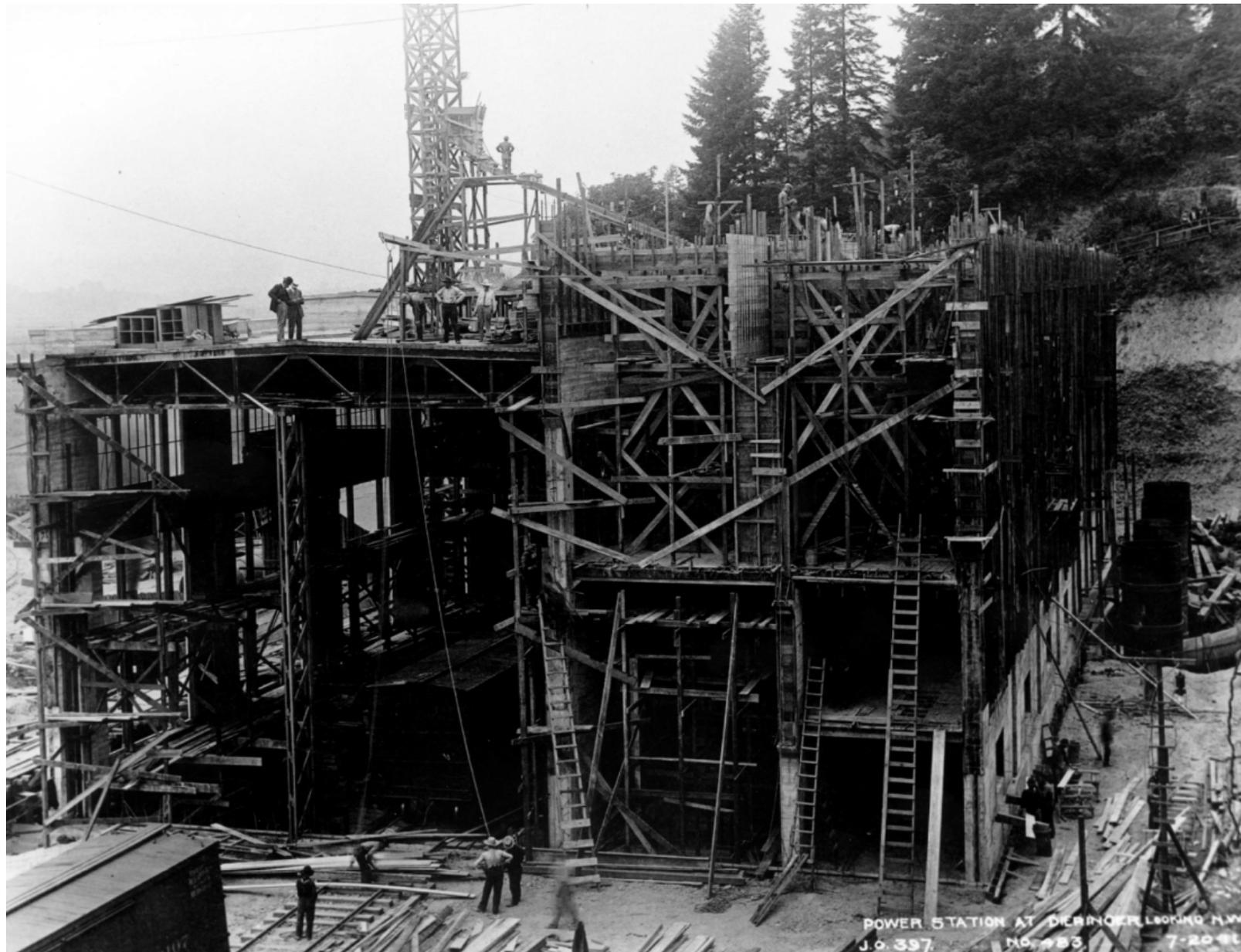
LENGTH:
 DAM TO LAKE TAPPS $7\frac{1}{4}$ MILES
 DAM TO END OF TAIL RACE 14 MILES

There were 17 camps located along the project area. Derringer Camp was Camp #1. Sluicing hillside for pipes and construction of Powerhouse, 7-20-1910



CAMP-1- DERRINGER Wv.

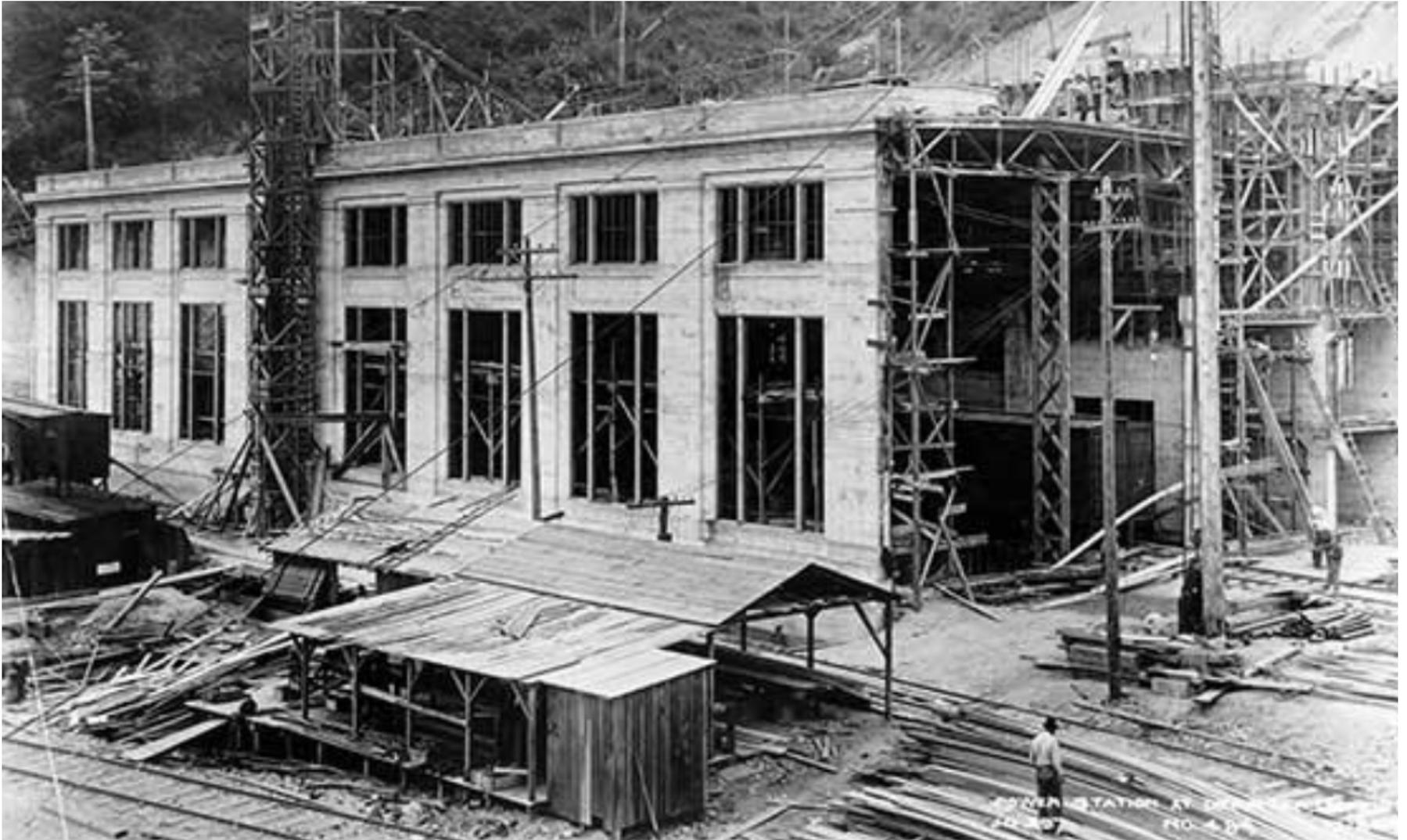
Powerhouse construction 7-20-1911



Powerhouse construction and admin buildings, 1911



Powerhouse construction, 1911



Powerhouse construction, 8-11-1911



There is a wooden footbridge to the left and water sluiced the hillside to the right so maximum velocity could be achieved from the falling water for power production. The trestle is part of the incline railway, which used a 25-ton electric hoist to pull heavy locomotives and steam shovels from the valley floor up to Lake Tapps.



High-pressure water sluicing the hillside behind the Powerhouse, 2-19-1912



High-pressure water sluicing the hillside behind the Powerhouse, 11-21-11



No. 208 BEAR POWER STATION
11-21-11 LIBBY CENTER

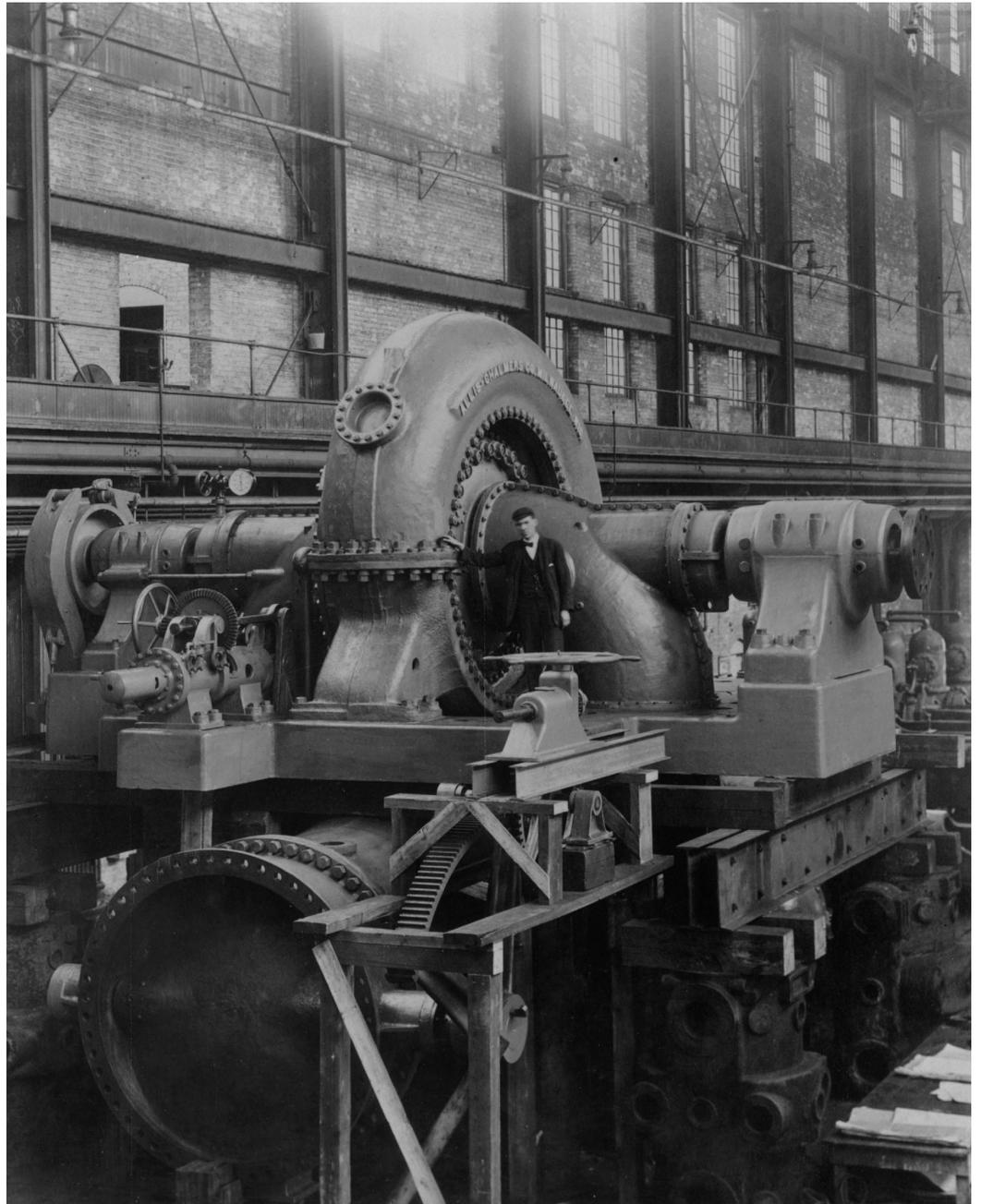
View looking west showing hydraulic excavation of hill above Powerhouse



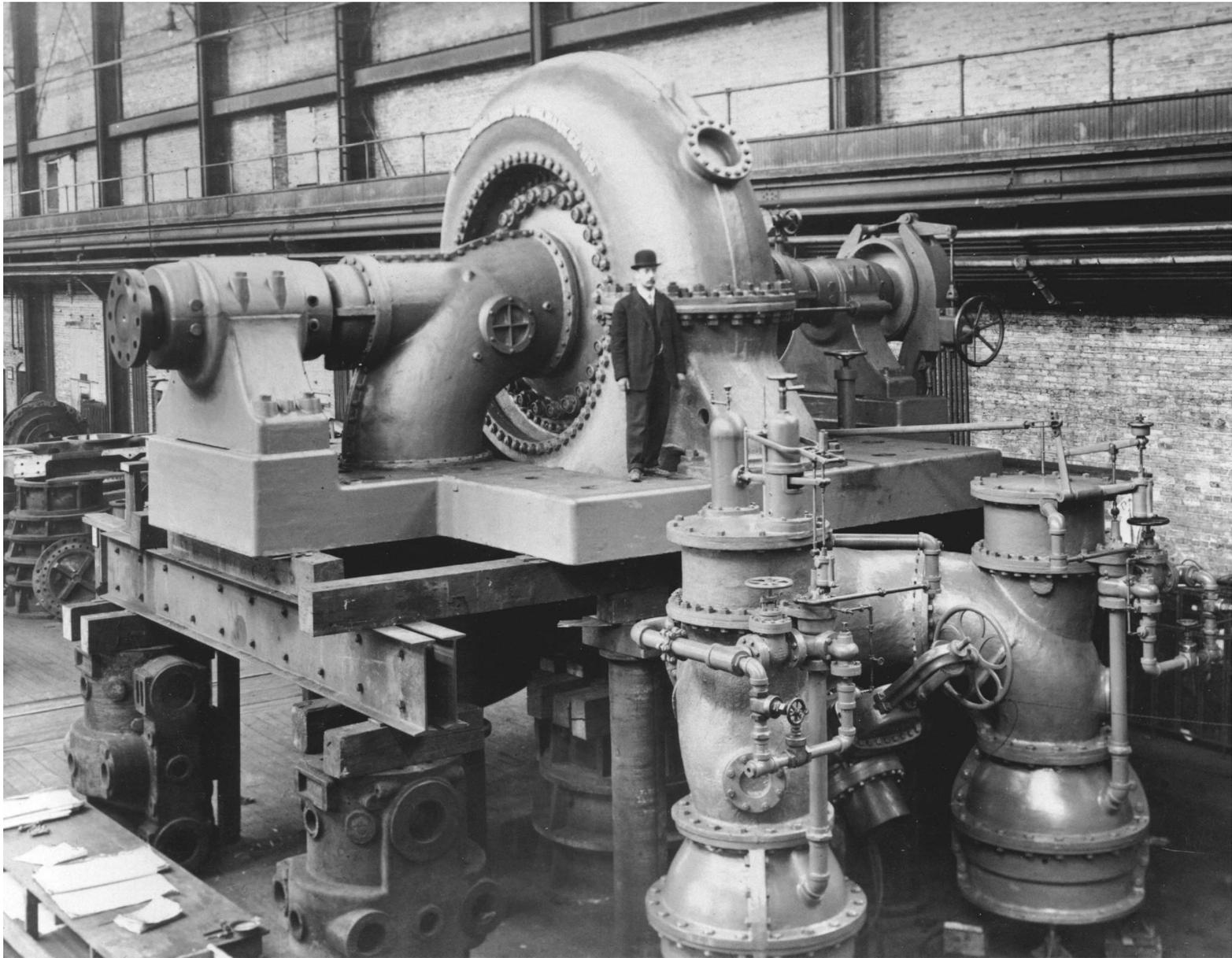
View looking north showing excavation of hill above Powerhouse



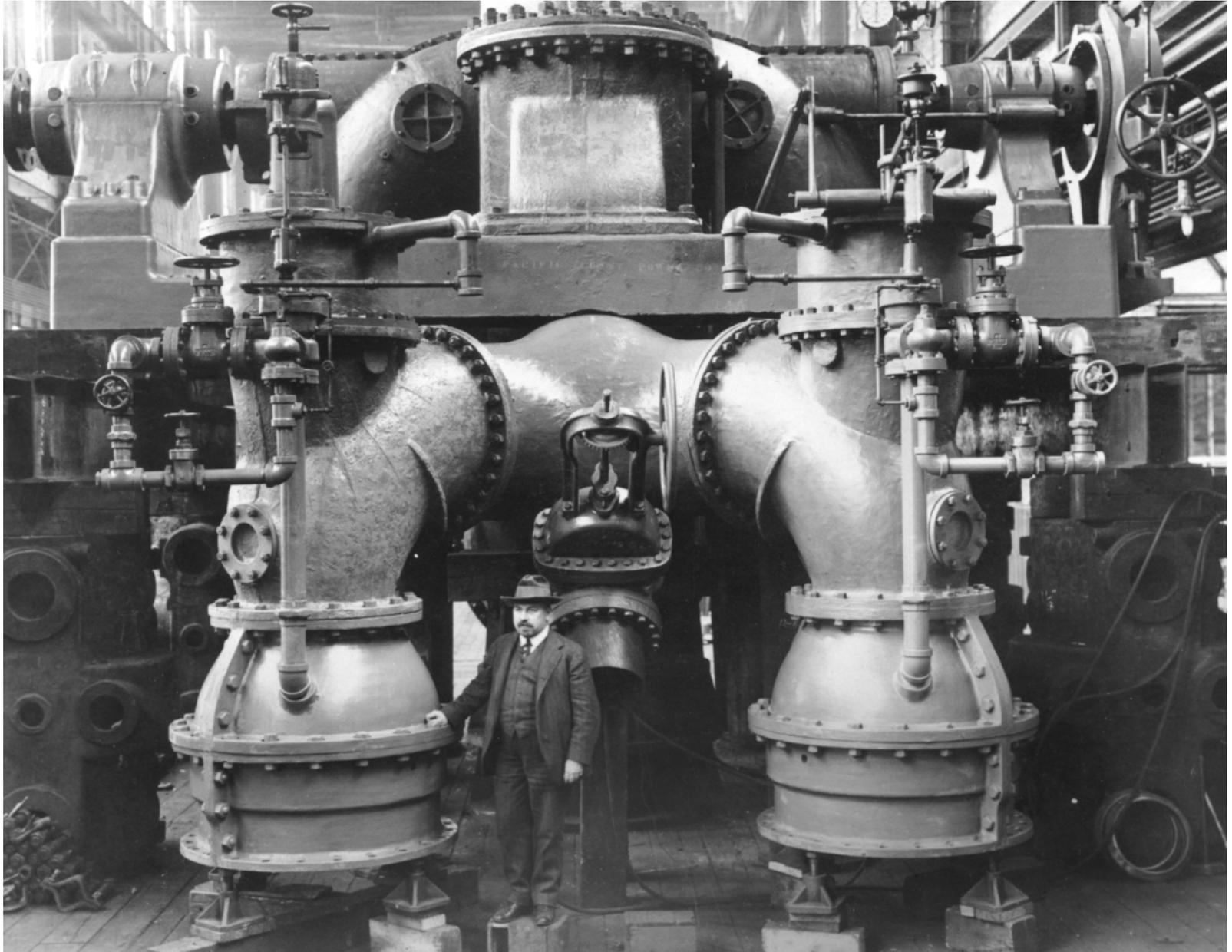
Powerhouse turbine #1, 1911



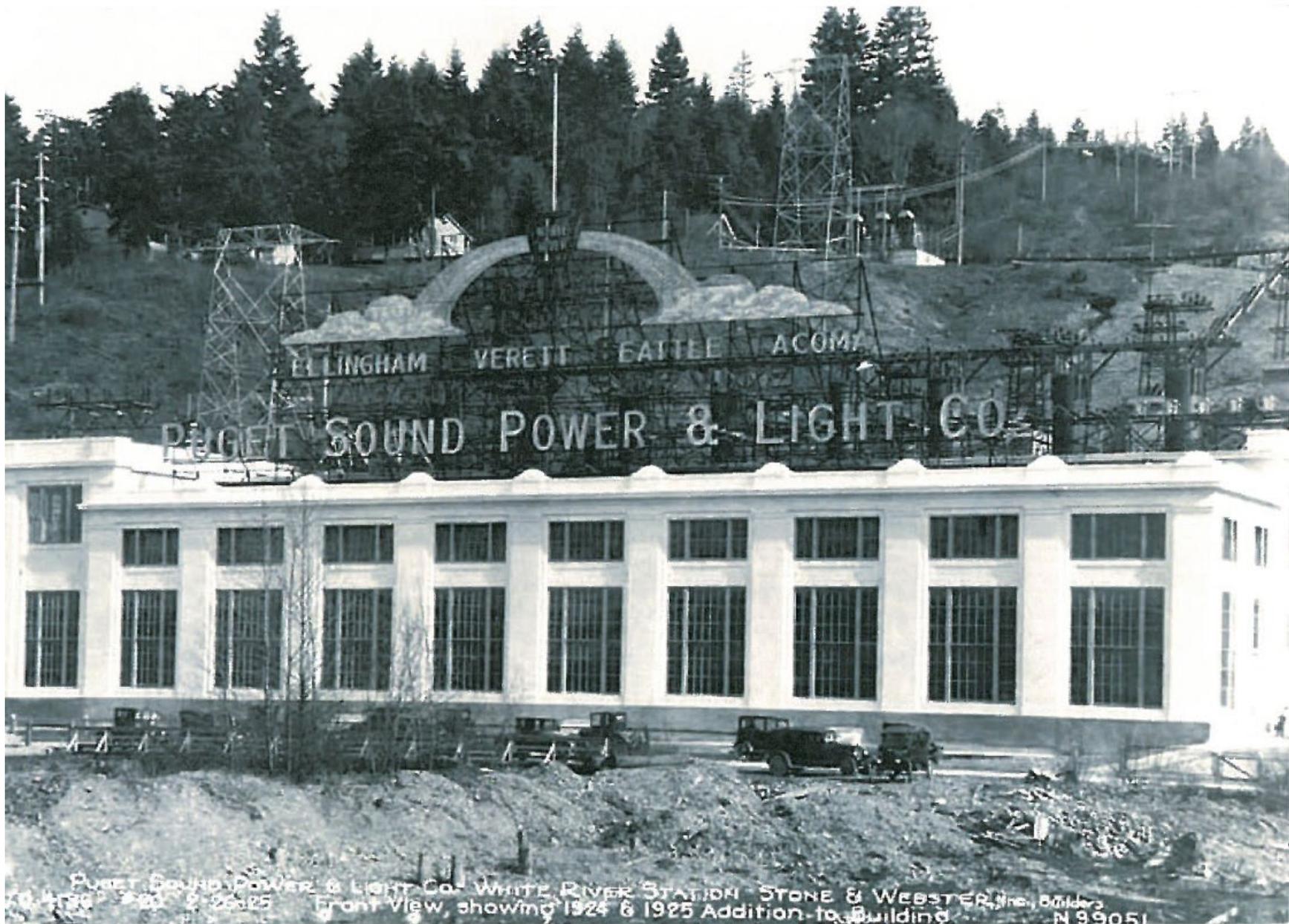
Powerhouse turbine #1, 1911



Powerhouse turbine pressure relief valve detail; the man's hand is on the 450 cfs pressure relief valve, behind him is the 16" bypass valve, 1911

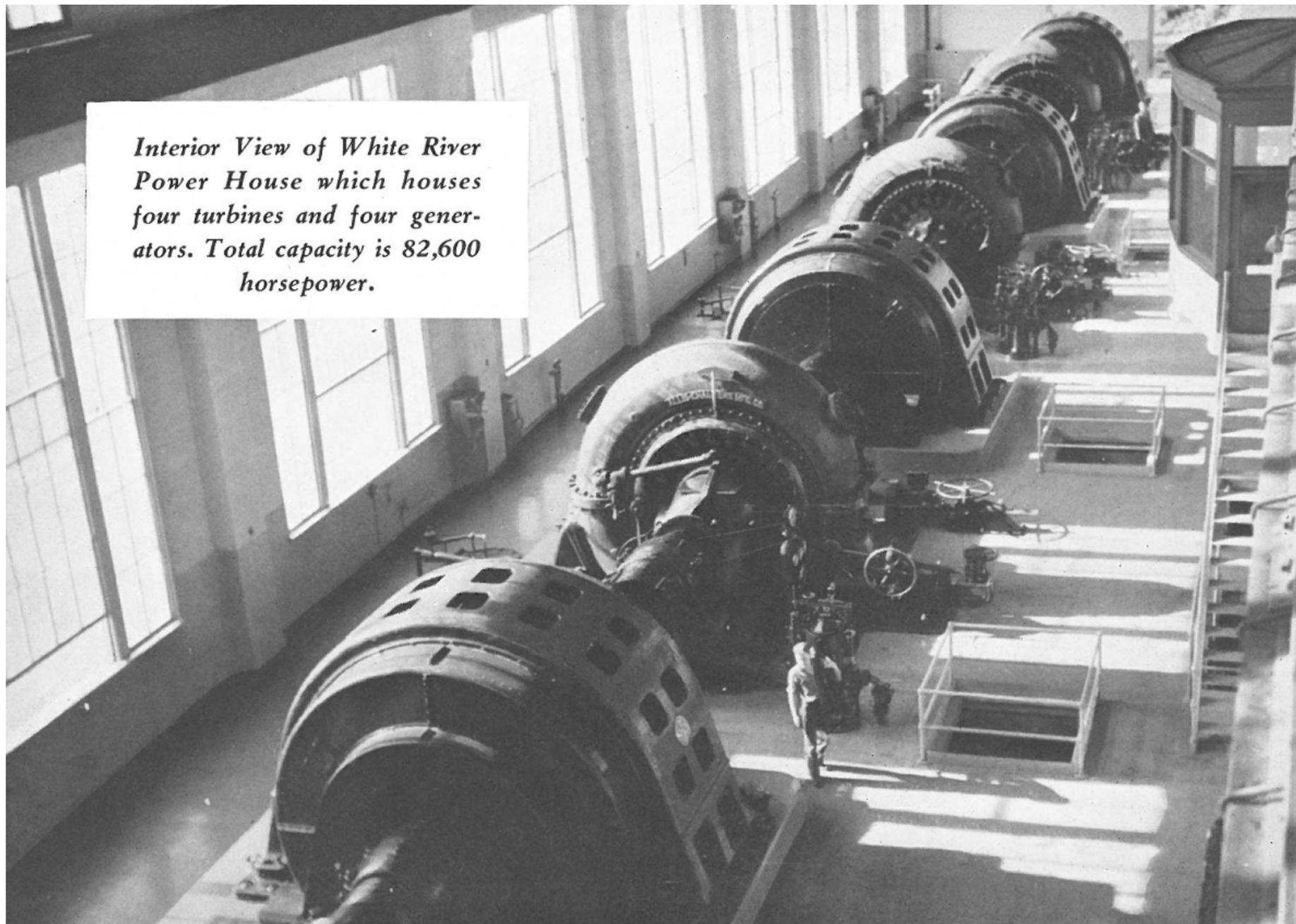


Powerhouse, 1925. The higher building to the north is the 1923 addition.

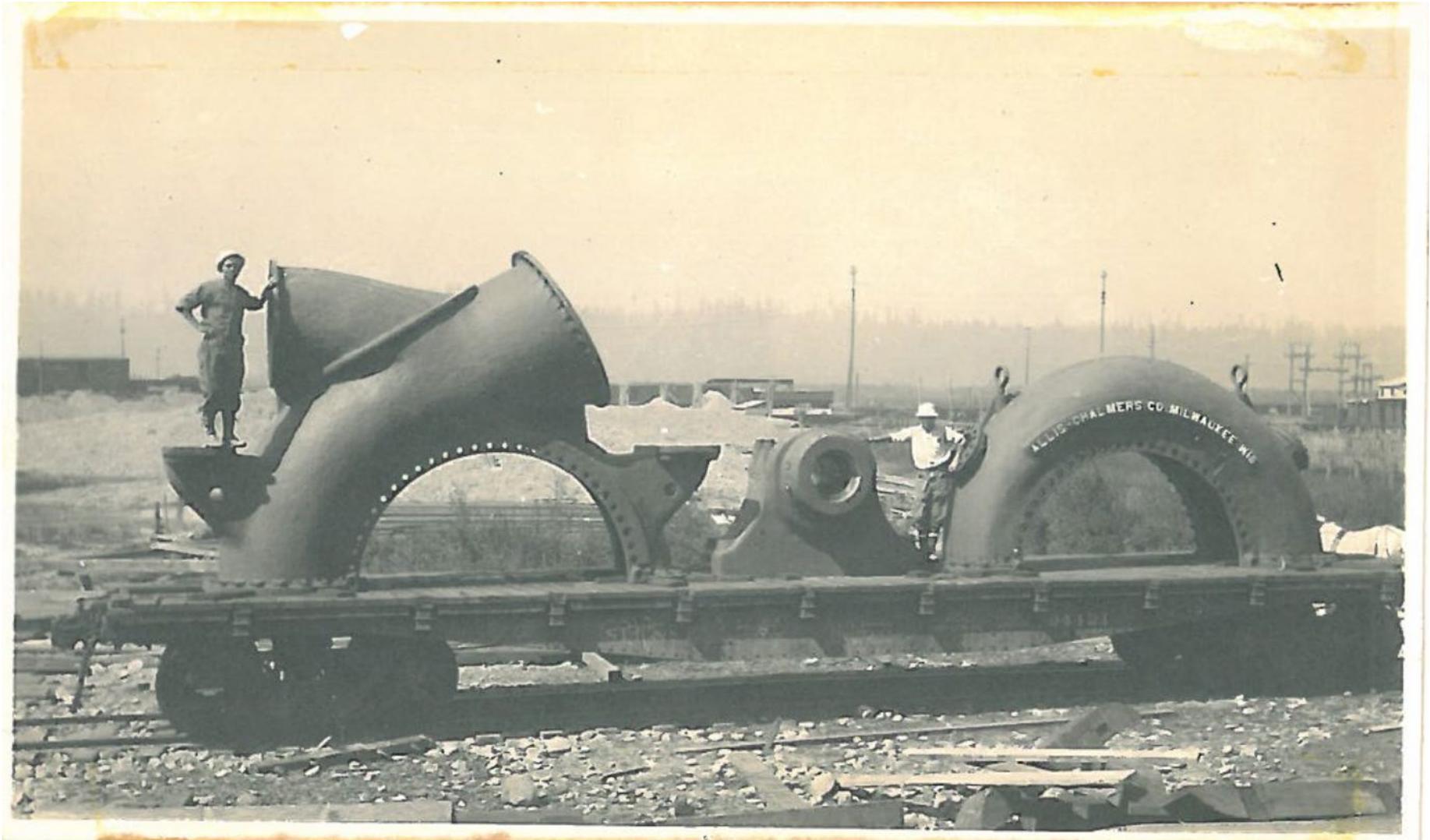


PUGET SOUND POWER & LIGHT CO. WHITE RIVER STATION. STONE & WEBSTER, INC., BUILDERS
1925 2-26-25 Front View, showing 1924 & 1925 Addition to Building N 99051

*Interior View of White River
Power House which houses
four turbines and four gener-
ators. Total capacity is 82,600
horsepower.*



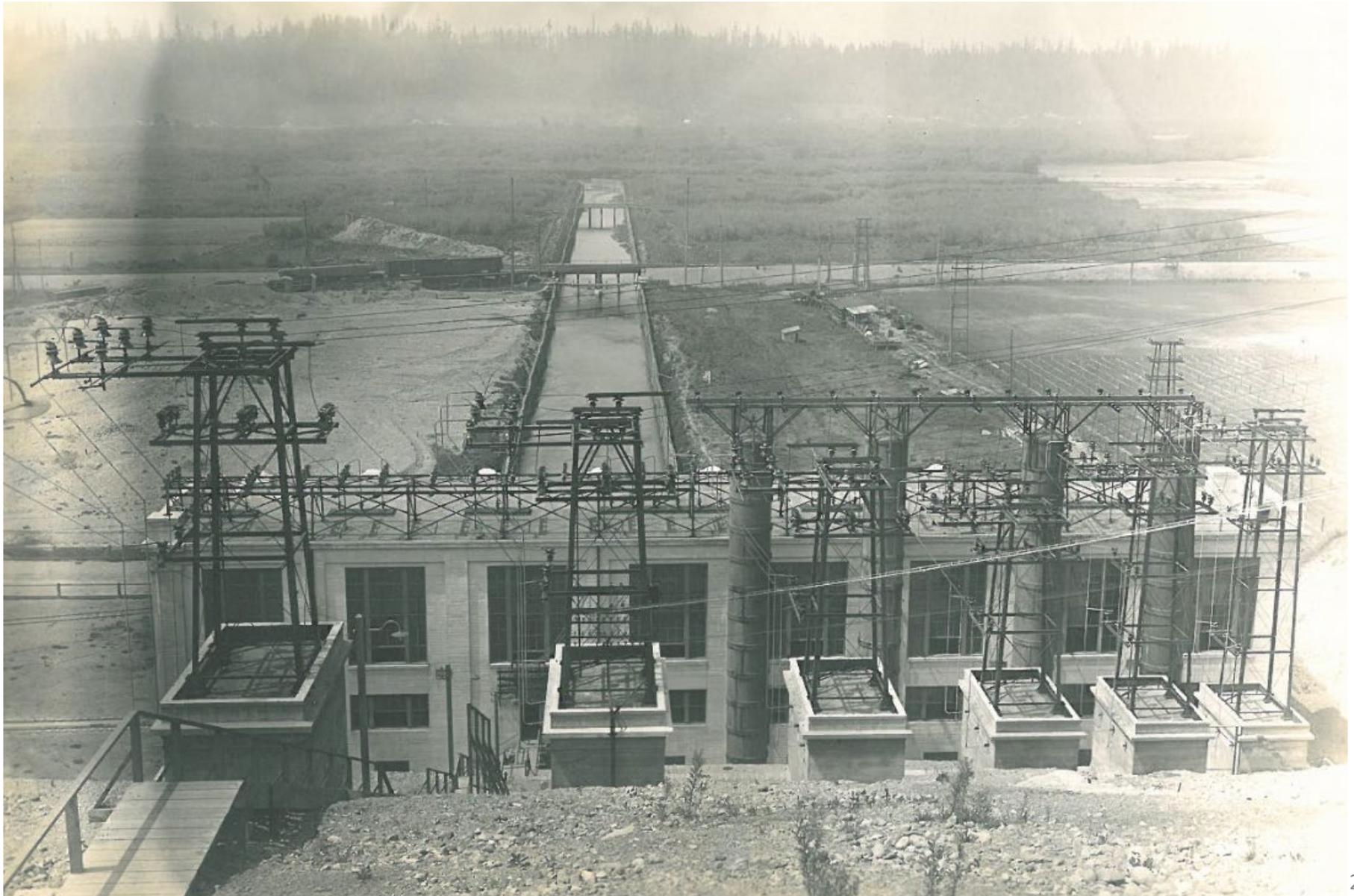
Sections of turbine casing and bearing on railroad flatcar, circa 1911.



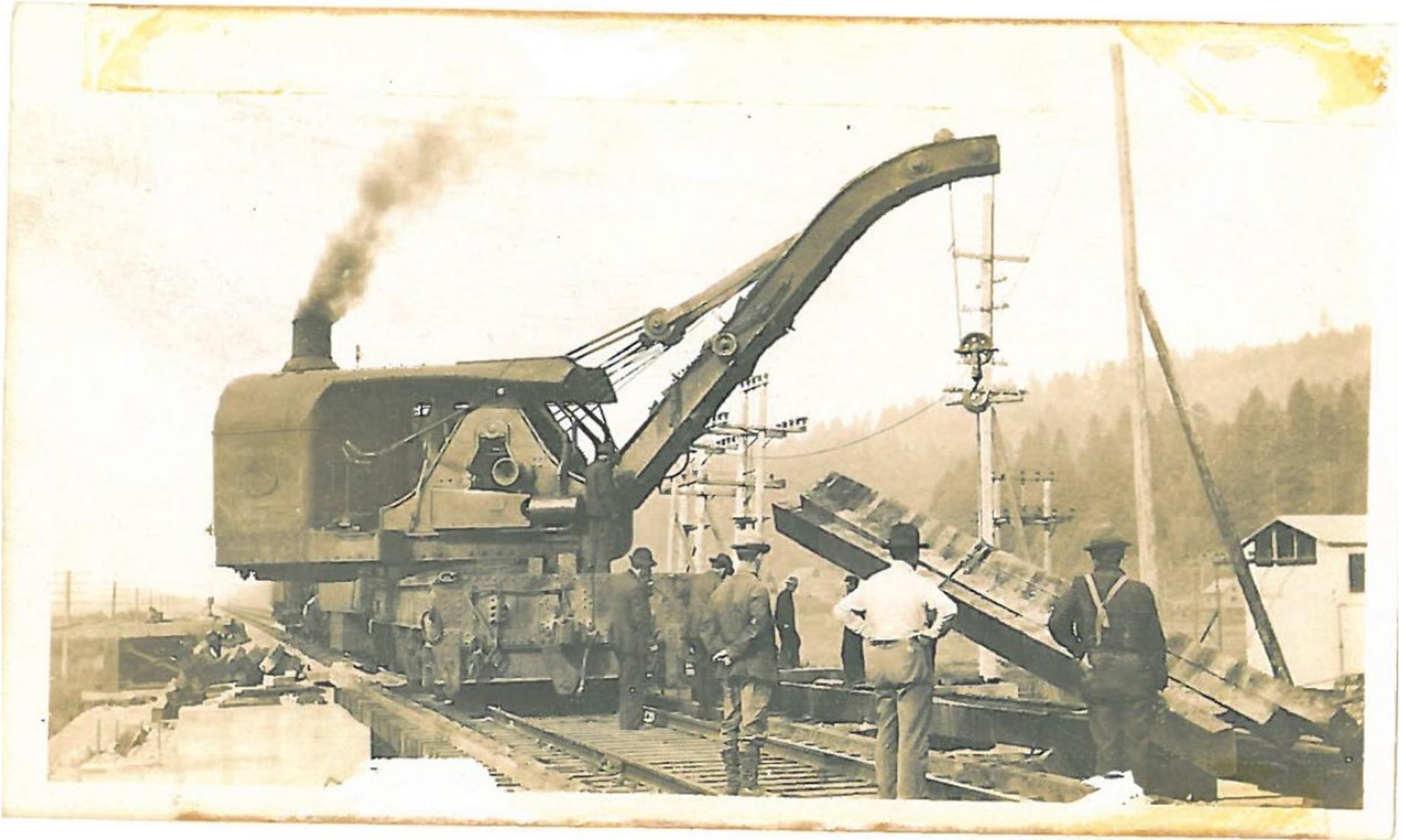
**Sikorsky helicopter
transporting
power pole**



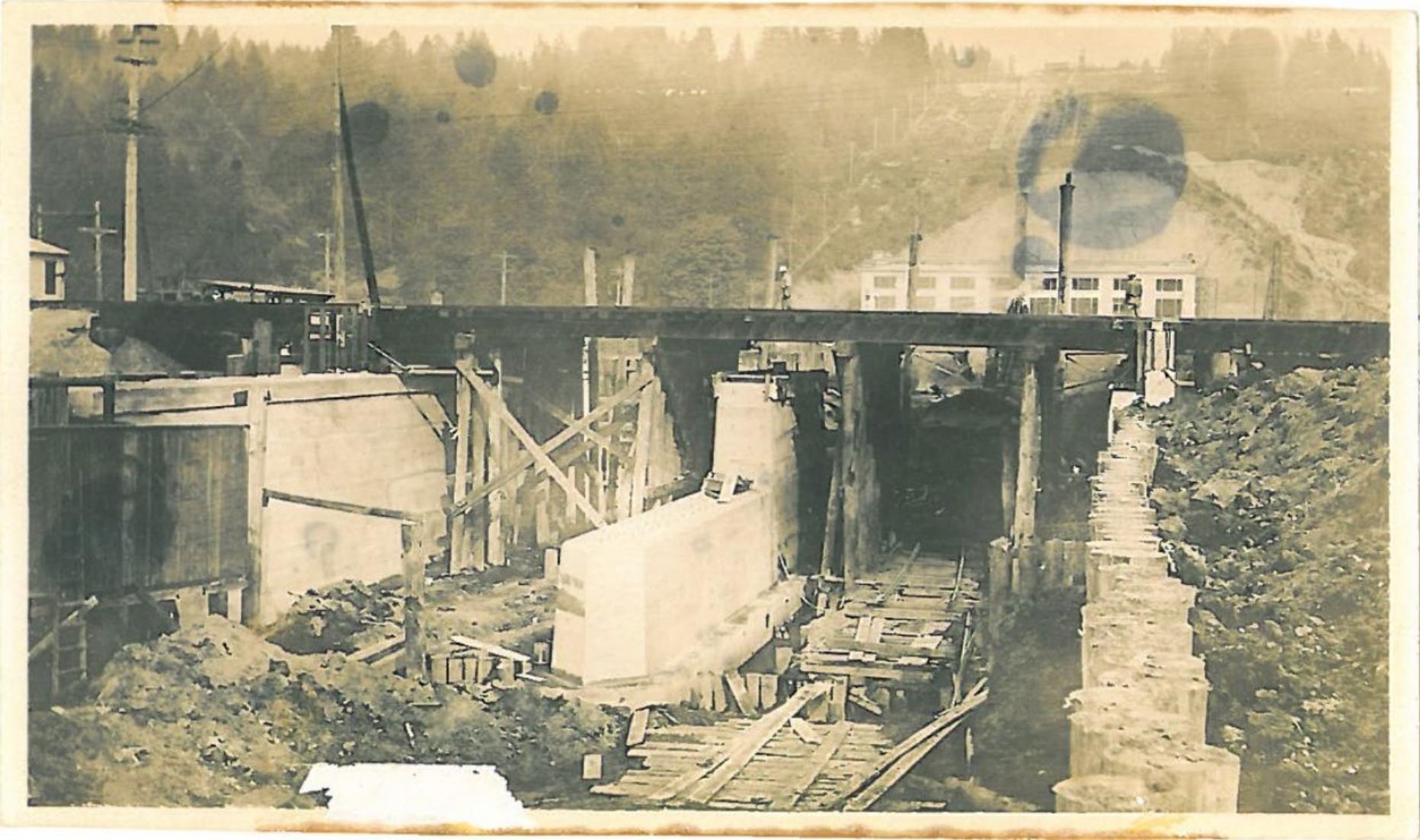
View from back of Powerhouse and tailrace, Railroad Bridge and 148th Street bridge. Row of concrete buildings in foreground supported towers for power up the hillside; towers are now gone, but buildings are still there.



Construction of railroad bridge across Tailrace channel using a steam powered crane.



Concrete abutment to protect the railroad bridge from the water flow.



On Cottage Road, where 4-1 and 4-2 standpipes buildings were later built. Finished Tailrace channel filled with water in background.



West portals of Penstocks 1 and 2, 8-31-11



WEST PORTALS OF SMALL TUNNELS
J.O. 397 No. 552, 8-31-11. LOOKING EAST

Penstock tunnels, possibly going in to Forebay, 7-20-11



Penstocks 1 and 2 coming out of Forebay (under construction on top of hill), 7-20-11



Penstocks going into the Powerhouse or Forebay. 2011



Unloading penstock section from railroad flatcar, 2011



Penstocks 1 (left) and 2 (right). Railroad track and boom in middle to set pipe. 9-15-11

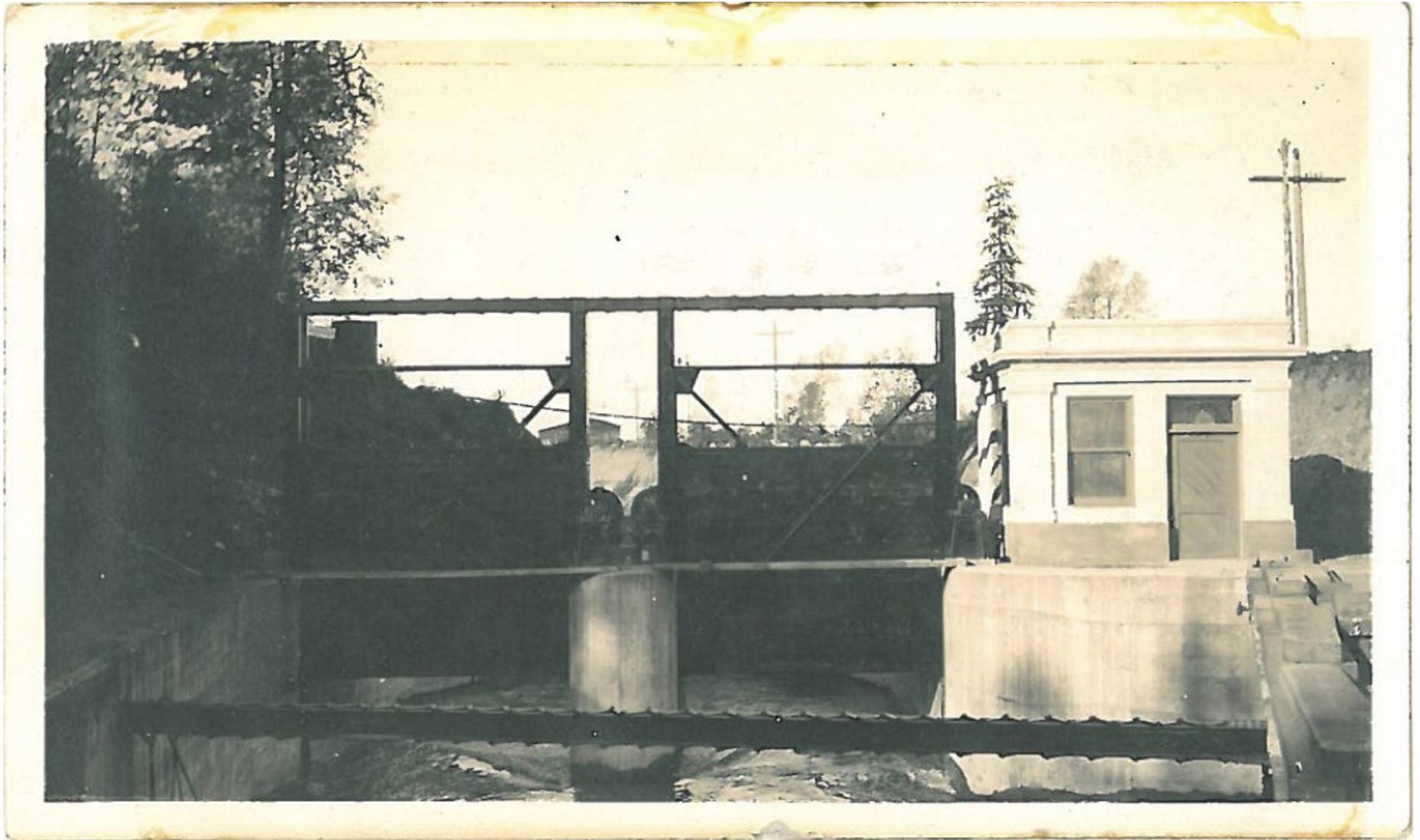


Stand pipes for 1 (left) and 2 (right) and gatehouse. Standpipe 3 not yet constructed. Building in background is Forebay. 2-19-1912



STAND PIPES & GATE HOUSE, LOOKING SE.
No. 207 NO. 619 2-19-12

Gatehouse and intake gate to Flume at Diversion Dam near Buckley



Trestle for railroad across outlet end of Lake Tapps, possibly Fairweather Cove trestle, 8-21-1911

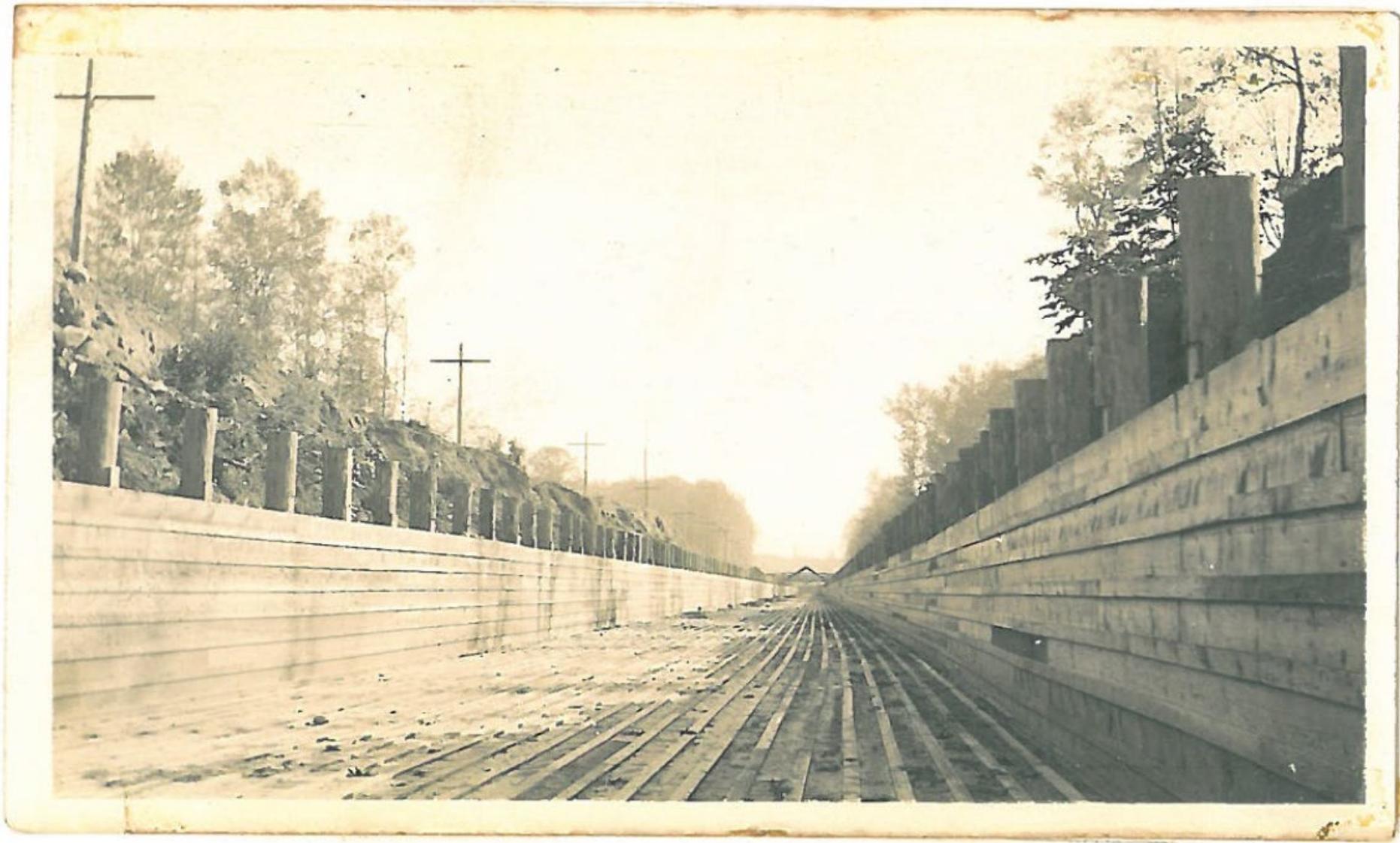


TRESTLE ACROSS OUTLET END OF LAKE TAPPS
30.397 No. 535 8-21-11. LOOKING NORTH

Covering the box flume in outlet canal near Sumner-Buckley Highway Bridge with steam powered shovel, 7-29-1911



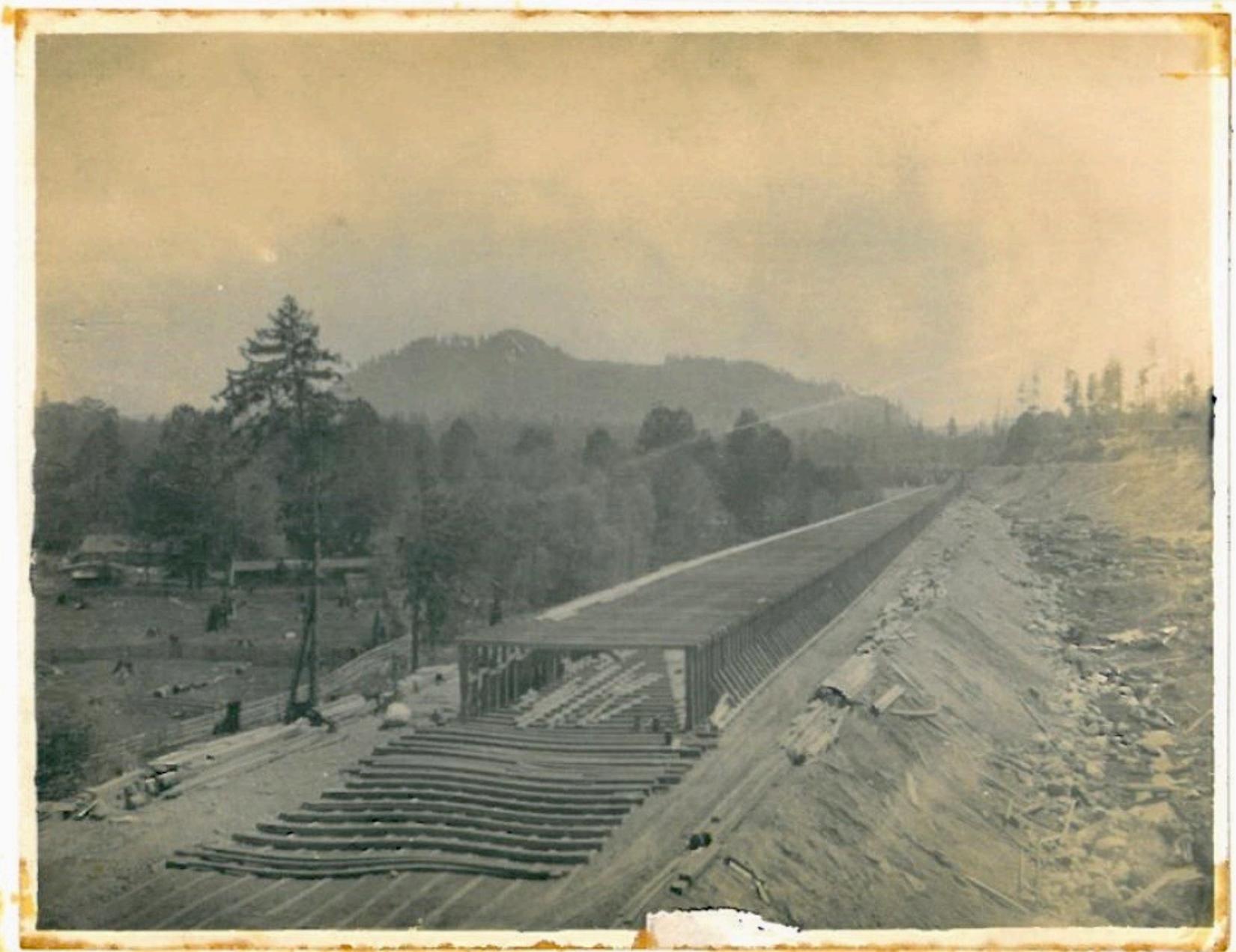
Wooden flume at headworks, circa 1911



Flume going underneath the P&G Company Railroad, which is now a Rails-to-Trails walking path. Circa 2011



Constructing the flume, probably leaving the headworks, circa 2011

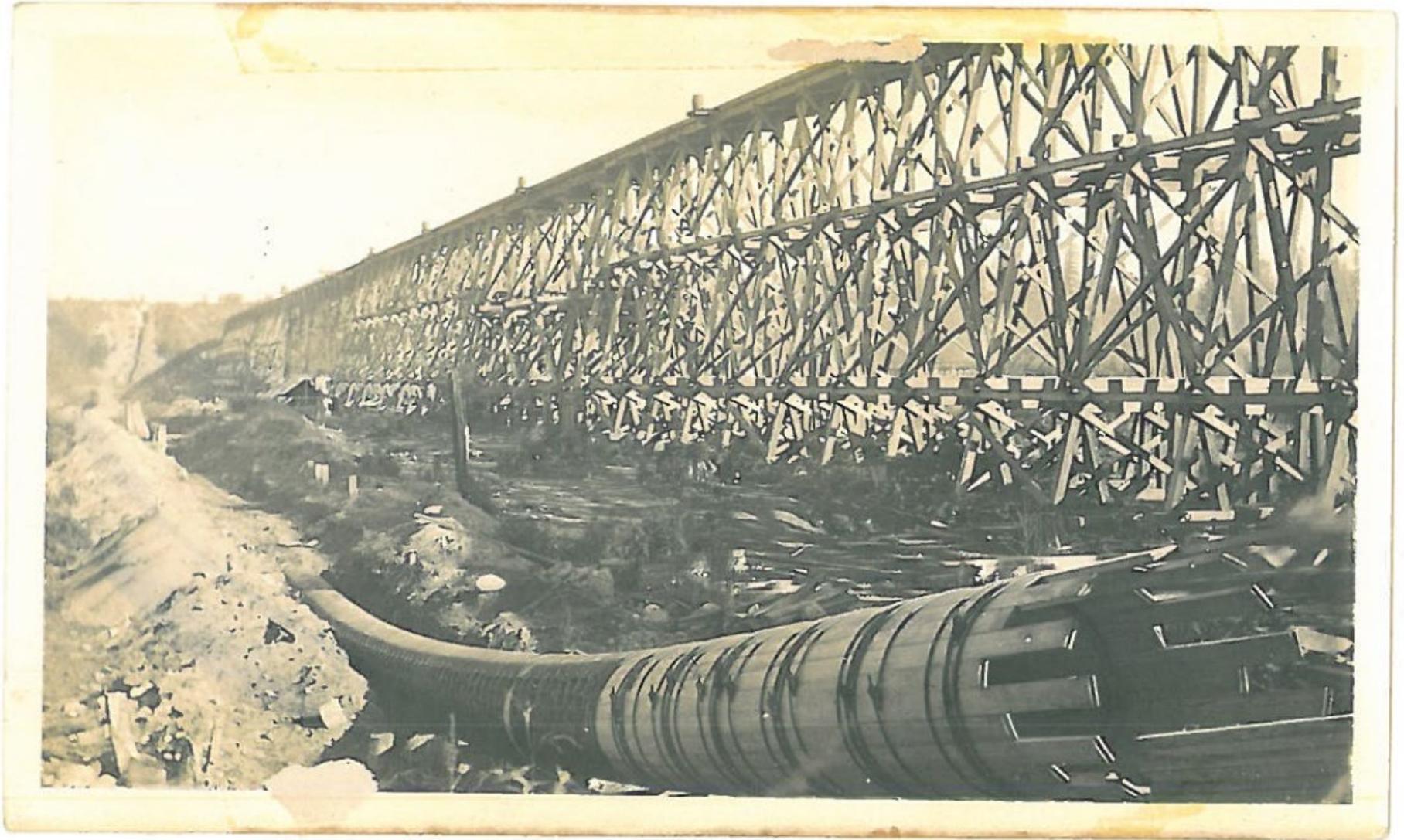


Camera on suspended platform in flume, 7-21-1911



FLUME, LOOKING EAST FROM SAME LOCATION AS No. 501.
J.O. 357. No. 502. 7-21-11.

Wood stave water line under construction (possibly used for sluicing) and railroad trestle (possibly used for building Dike 4). Circa 1911.



Canal cut between Lake Tapps and covered flume, 7-20-1911



CANAL CUT BETWEEN LAKE TAPPS & COVERED FLUME, LOOKING WEST
J.D. 397 NO. 492 7-20-11

Excavating for railroad spur to Tunnel Intake, 1911



EXCAVATING FOR R.R. SPUR TO GATE HOUSE AT EAST PORTAL OF TUNNEL. LOOKING SW. J6397 No. 584 10

Tunnel intake with railroad spur, 1911



Tunnel intake house trash rack cleaners (removed in 2014), Dec 1954



Construction of intake structure and gates, 8-31-1911



Forebay, between 1950 and 1960.



Bear Trap connected to the tunnel, 9-16-11



Barrier Dam





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