White River – Lake Tapps Reservoir
Historical Photos

WHITE RIVER POWER PLANT
“HORSE SENSE + HORSE POWER = PUGET POWER”
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
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
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 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.
Interior View of White River Power House which houses four turbines and four generators. 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
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
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
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
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
Excavating for railroad spur to Tunnel Intake, 1911
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.
Barrier Dam
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