

Willamette Falls Locks

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Project Manager Willamette Falls Locks

Portland District

16 March 2016



®

US Army Corps of Engineers
BUILDING STRONG®

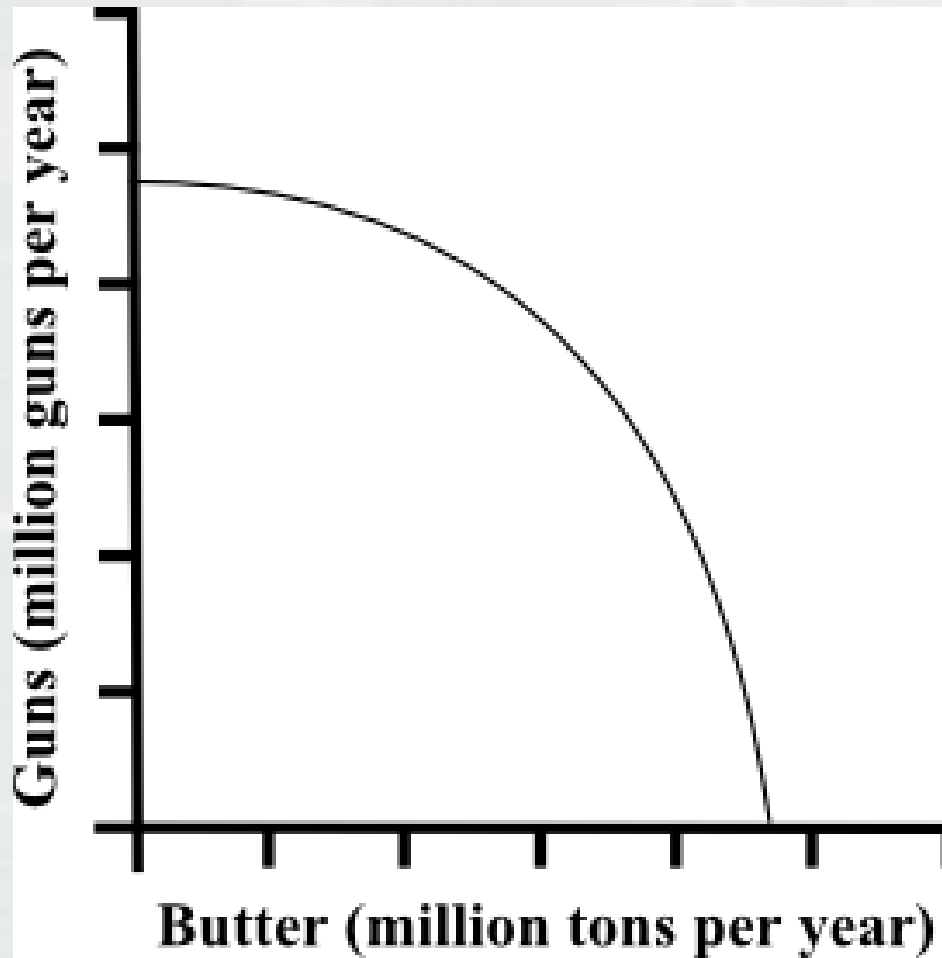


AGENDA / TOPICS

- ▶ How has usage changed over time
 - Public Private Partnerships
 - Types of commerce that flowed through the locks
- ▶ Overview of Corps investment decisions
 - Why did we purchase the facility
 - Why are we looking to divest the federal interest
- ▶ Overview of Physical Condition
 - Costs to repair for near term, 5 year and 20 year horizon
- ▶ Status of the “Final Disposition Study”

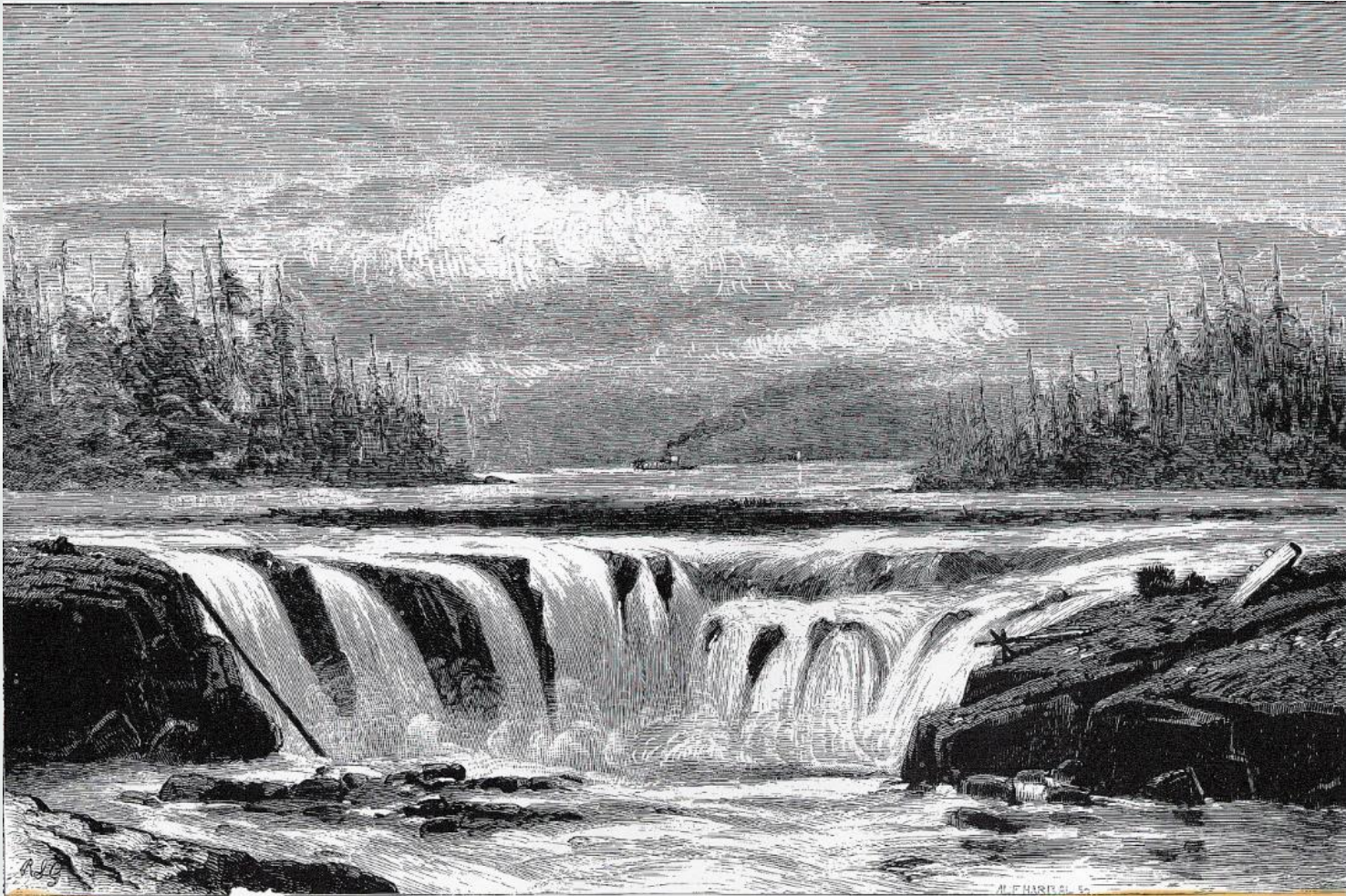


Production Possibilities Curve



Willamette Falls Locks











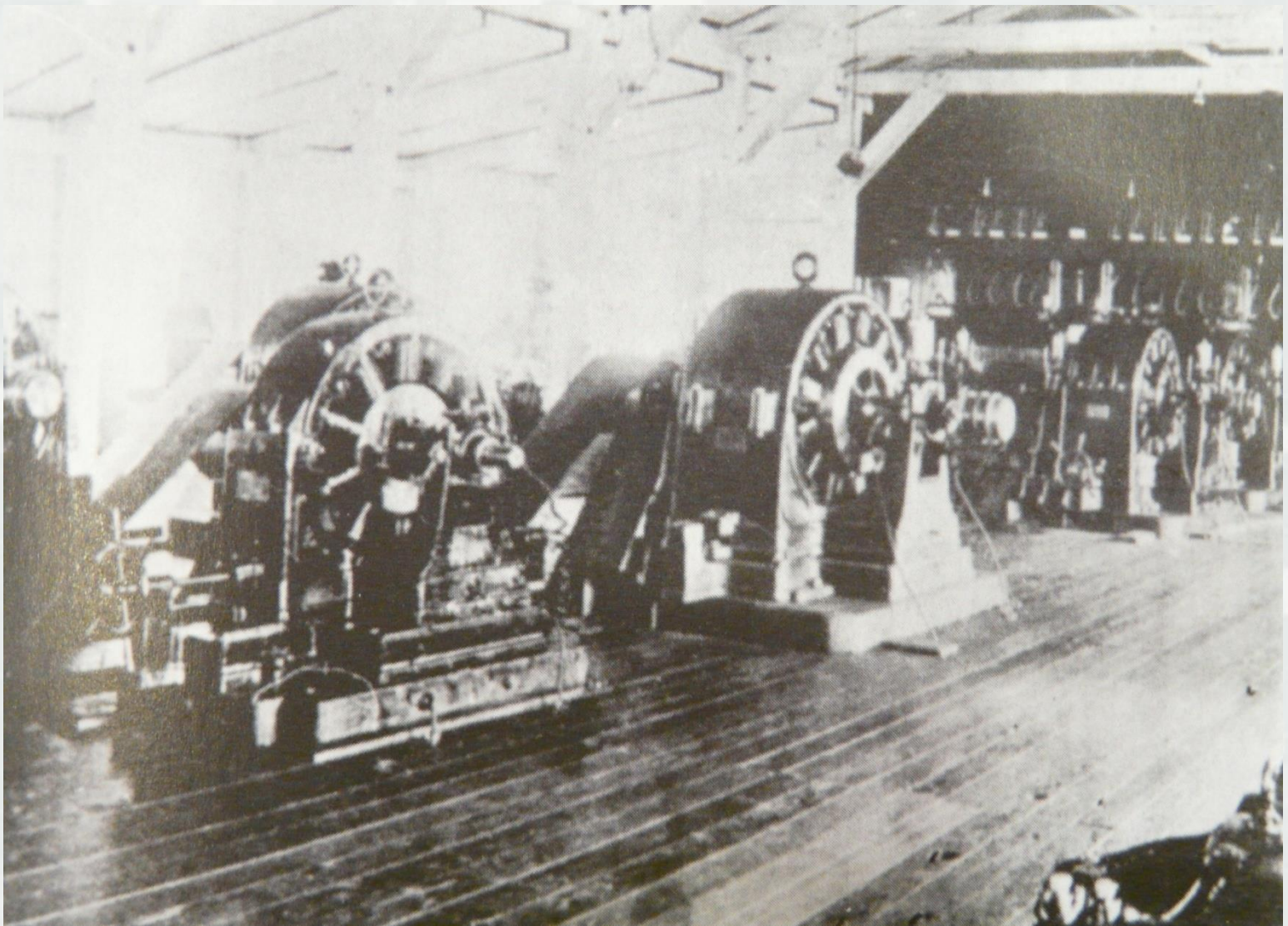
















1899 – looking upstream





**1916 lock Renovation
– Locks were
deepened 3 feet**



OREGON CITY LOCKS GIVEN TO PUBLIC

Thousands See Ceremony of Dedication and Transfer of Property at Falls.

GOVERNORS MAKE TALKS

Majds Wed Waters of Upper and
Lower River, Assisting in Real-
ization of 60-Year Dream
of Open Waterway.

OREGON CITY, Ore., May 5.—(Spe-
cial)—The free navigation of the Wil-
lamette River, a dream of 60 years,
was realized here this morning when
the Oregon City locks were transferred
formally from private to public control.

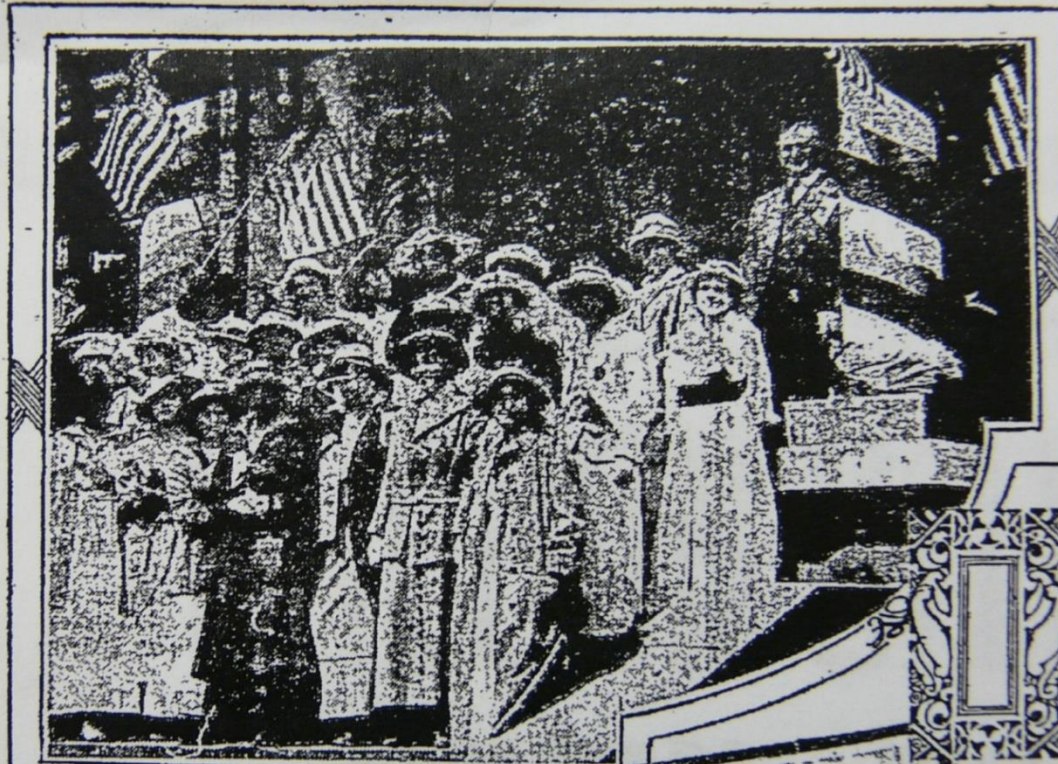
Eight thousand persons witnessed the
transfer. From a score of towns up
the Willamette Valley and from Port-
land they came to assist in the cele-
bration. Special cars were run on the
Portland-Oregon City interurban line;
the Coerrians, 50 strong and headed by
a band, came down from Salem and
there were delegations here from Mc-
Minnville, Albany, Corvallis and Eu-
gene.

The formal transfer took place on
the court house steps where the speak-
ers were assembled. Franklin T. Grif-
fith, president of the Portland Railway,
Light & Power Company, late owners of
the locks, presented a three-foot model
of the canal to W. C. Hawley, representa-
tive in Congress.

Idaho Governor Accepts.

Mr. Hawley, in turn, presented the
property to the people, through Moses
Alexander, Governor of Idaho. Govern-
or Withycombe, who was to have deliv-
ered the response for the people,
spent the morning in Vancouver, Wash.

SCENES AT OREGON CITY'S LOCKS CELEBRATION YESTERDAY.



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(Contd.)

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At the head
Captain Moor
officers in 33





Navy Plans Office Cuts

Region's Repair Jobs to Remain

The navy's proposal to close its assistant industrial manager's office at Astoria and cut it down to a resident inspector's office, like the one now in Portland, is not expected to affect the amount of navy ship repair work available for private shipyards in Astoria and Portland, according to a letter from Assistant Navy Secretary R. H. Fogler to Representative Walter Norblad.

Fogler said the allocation of navy repair work in the 13th district is determined by the industrial manager located in Bremerton, Wash. The plan to move the assistant's office out of Astoria is in line with proposed economies in personnel.

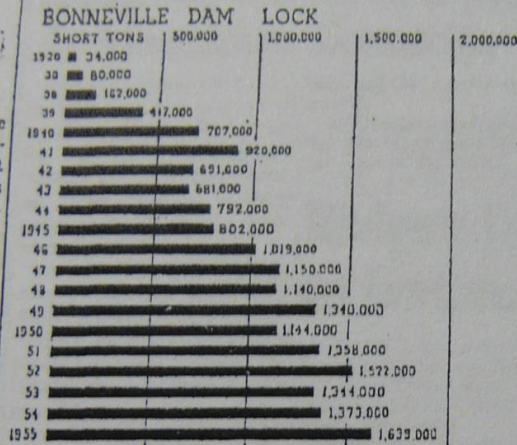
Office Slash Seen

At present the Astoria office has seven officers and 36 civilians, but the proposed change in status would reduce the personnel to half or less, it is reported in Astoria. The Portland inspector's office recently was stripped of six employees, and now consists of two officers and six civilians.

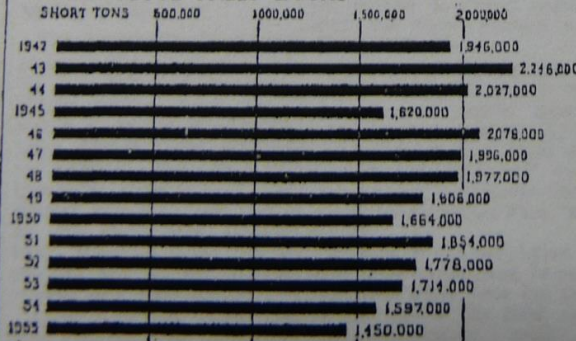
The navy is "studying" the advantages and disadvantages of its proposal, Fogler said. Also the Portland and Astoria chambers of commerce are looking into the matter. The Astoria chamber has protested the plan, but the Portland chamber has limited its activity to conferences with navy officials in Washington.

Meanwhile, a small navy tug, the *USS* *Albatross*, is

Bonneville Traffic Tops Willamette Falls Locks



WILLAMETTE FALLS LOCKS



Shown here graphically is the gradual growth of river traffic through Bonneville dam (above) compared with the decline in traffic through Willamette Falls locks at West Linn during recent years. In 1955, Bonneville set a new tonnage record.

BY LAWRENCE BARBER, Bonneville dam site inspector

Ice Harbor Contract Let

Portland Firm Wins Stel Job

WALLA WALLA, Wash. (Special)—The first supply contract on Ice Harbor dam, calling for 2100 tons of new steel sheet piling, was awarded Thursday by the Walla Walla district army engineers.

Col. Myron E. Page Jr., district engineer, said the Columbia Geneva Steel company of Portland was awarded the \$331,000 contract with delivery dates to range from May through September.

The steel will be used in the first stage cofferdam.

Approximately 4200 tons of steel will go into the cofferdam and the material under contract will be used in making the cells.

For reasons of economy and because of the steel shortage, 1200 tons of cofferdam steel used at The Dalles and McNary dams will be used in the Ice Harbor construction work.

Work on the south shore access road started early this week. The road starts at the damsite, where a 40-foot side hill cut is being made leading from the river to higher land above.

This job is expected to be completed about April 27.

Transit Firm Files Articles

JOE PALOOKA



DONDI



DIXIE DUGAN



LONG SAM





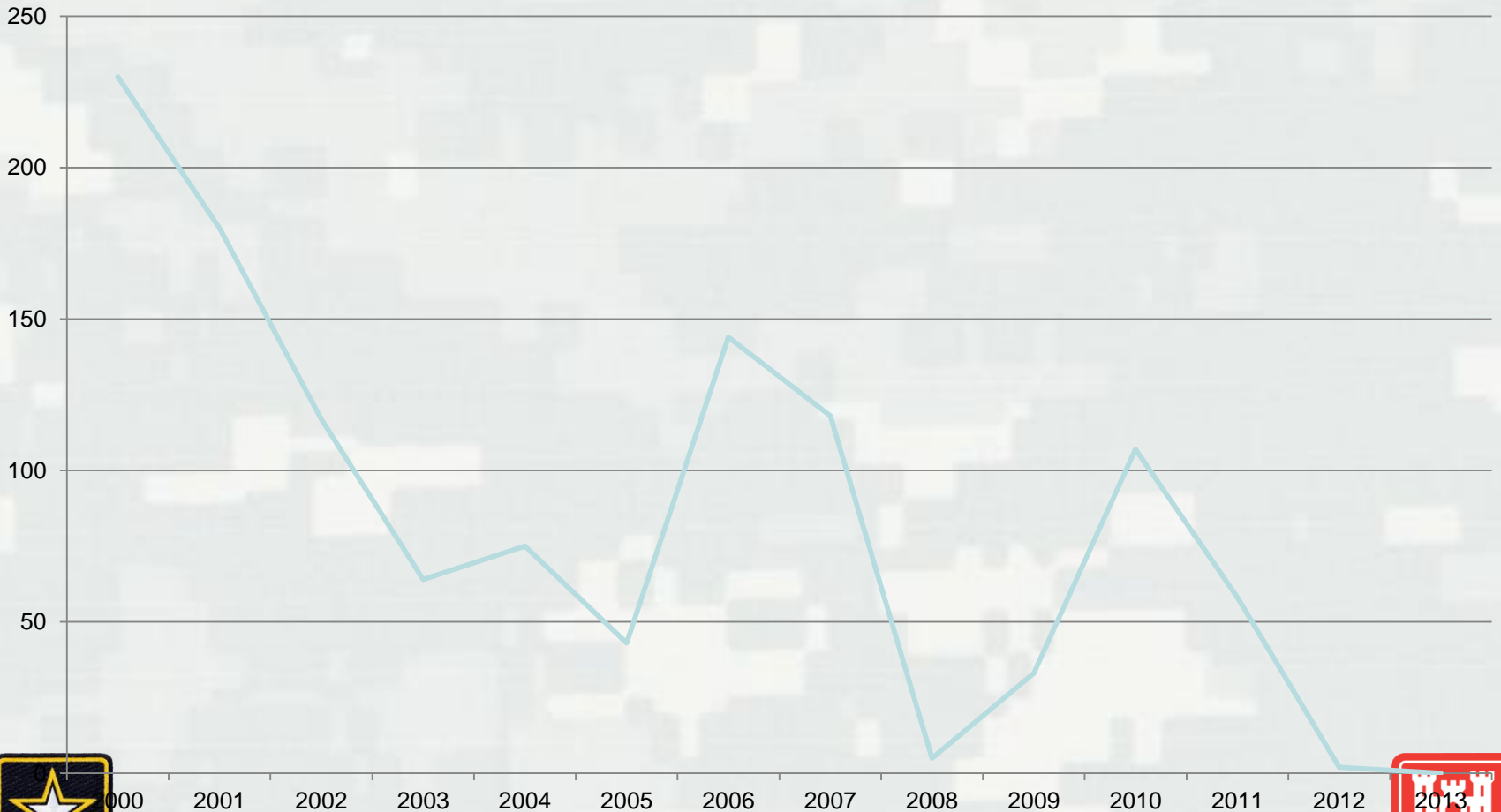
Table 1: Commodities Transported Through the Willamette Locks (short tons)

Commodity	1994	1995	1996	1997	1998	1999
51 - Paper & allied products	83,983	83,961	30,383	20	-	-
42 - Pulp, waste products	75,346	68,477	27,088	-	20	-
52 - Building cement & concrete, lime, glass	-	46,642	-	-	-	-
41 - Forest products, lumber, logs, woodchips	26,000	-	265	132	125	210
43 - Sand, gravel, stone & crushed rock	-	9,223	-	610	85	215
99 - Other commodity not listed elsewhere	8,648	19	4	-	-	-
53 - Primary iron & steel products, ...	-	2,431	1,374	174	483	140
32 - Industrial chemicals	2,541	85	-	-	-	-
Other	-	1,428	-	825	465	328
Total	196,518	212,266	59,114	1,761	1,178	893

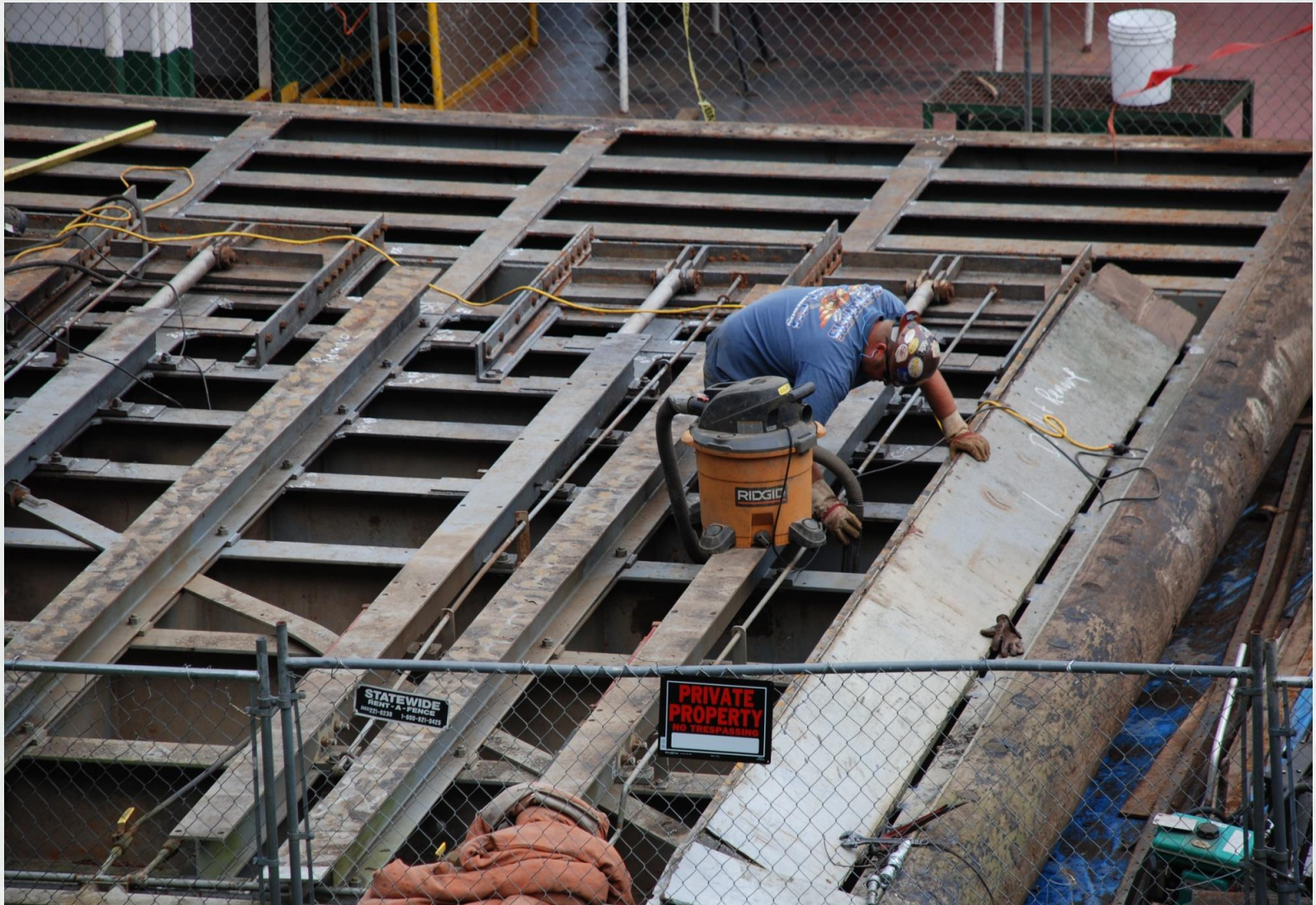
Source: BST Associates, Corps of Engineers data



Number of Commercial Vessels through Willamette Falls Locks









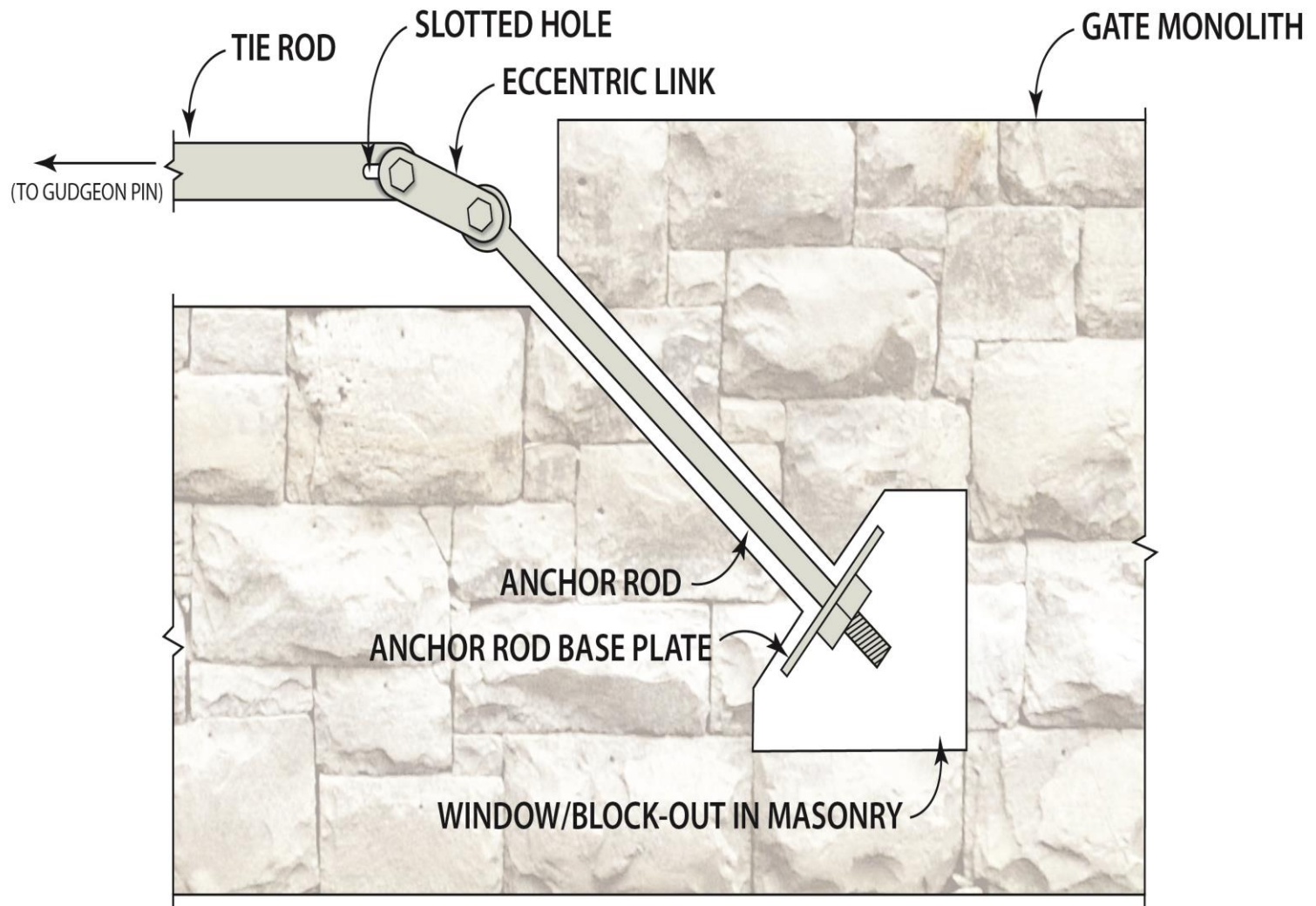






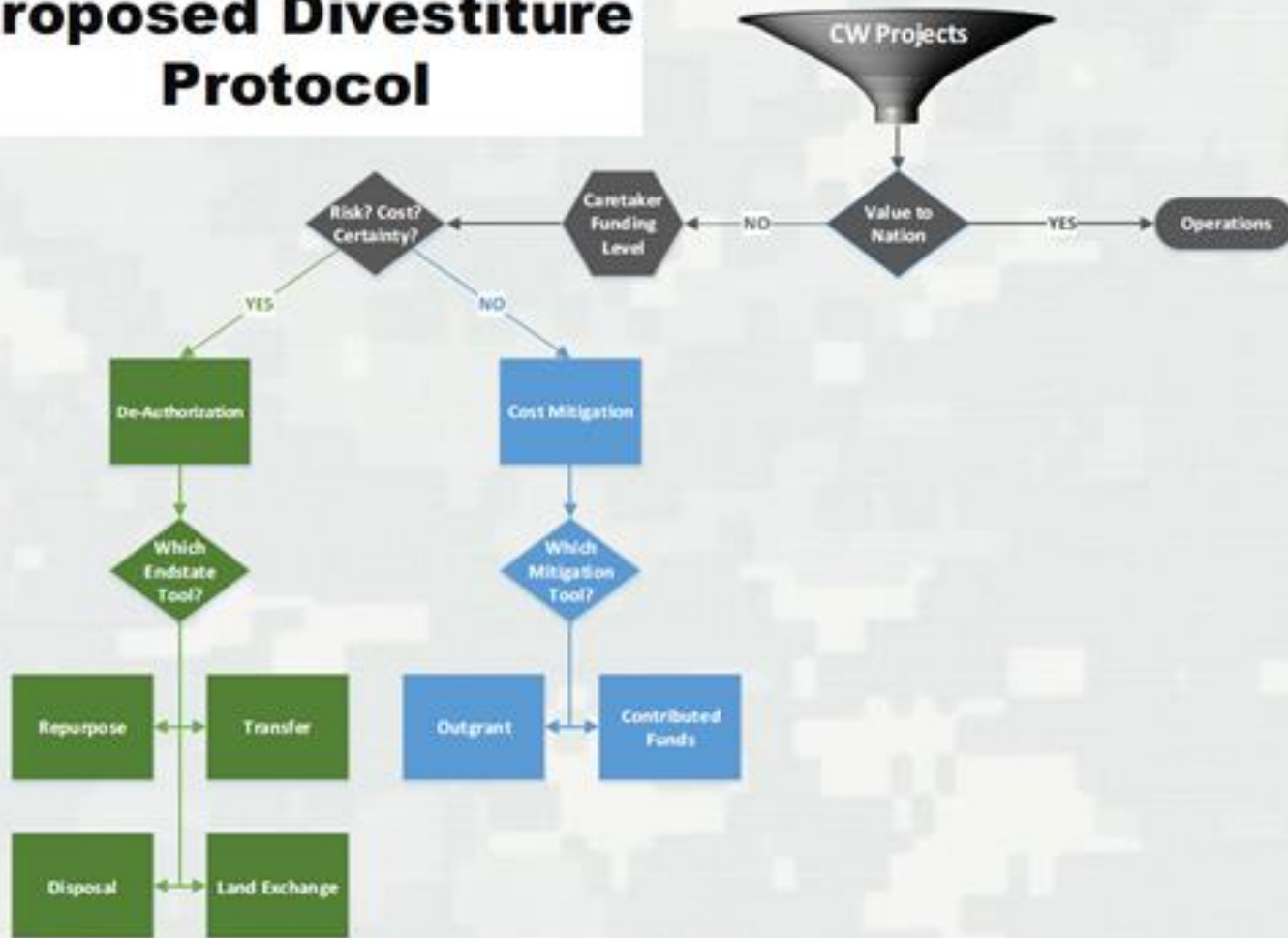




Photo provided by Oregonian, January 8, 2013



Proposed Divestiture Protocol



Questions???

