



# *West*

PUBLISHED BY

**Southern Pacific**

*West* VISITS SHASTA DAM



# Shasta Dam is a symbol of America's might

**E**GYPT left the great pyramids as enduring monuments to its civilization. Greece left the Parthenon, Rome the Colosseum and the aqueducts. If thousands of years hence, archaeologists try to piece together the story of American civilization, they may well marvel at the race of giants who built Shasta Dam. It is an impressive symbol of America's might.

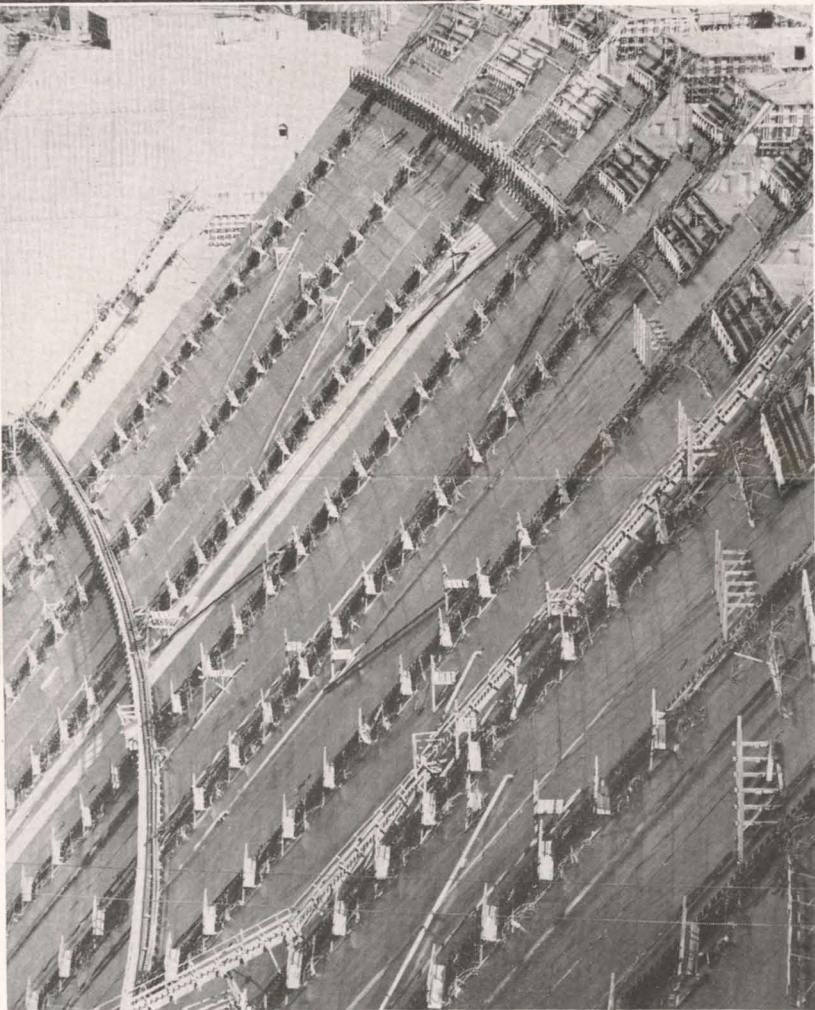
Shasta Dam is the key unit in California's Central Valley Project. It rises 602 feet high from bedrock, is 3,500 feet wide at the crest, will contain 6,000,000 cubic yards of concrete when completed in 1944, and will be the highest overflow dam in the world. Thirty-seven miles of S.P. track were re-located to bypass the damsite. The new track crosses what will be the northeast arm of the lake. After the war, Shasta Dam will be a "must" on the itineraries of western travelers.

Primary purpose of the Central Valley Project is to correct an unbalance of water supply in California's Great Central Valley. The northern half of this valley (the Sacramento) has two thirds of the water resources but only one third of the irrigation need. The southern half (the San Joaquin) has only *one* third of the water resources but *two* thirds of the irrigation need.

Shasta Dam (twelve miles north of Redding in the heart of the Shasta-Cascade Wonderland Area) will impound the waters of the Sacramento, McCloud and Pit rivers in a lake 35 miles long, releasing these waters in a steady year 'round flow. Keswick Dam (nine miles below Shasta Dam) will re-regulate the flow and provide fish trapping facilities. An extensive system of cross channels and canals will divert some of the Sacramento River's water to the San Joaquin Valley. Friant Dam (fourth largest in the world) will store the water and control the flow of the San Joaquin River.

The entire \$265,000,000 project is being constructed by the U. S. Bureau of Reclamation. WEST thanks this Bureau for use of the photographs in this issue.

**The head tower** (below) is the focus of construction operations at Shasta Dam. From this 460-foot tower, cableways stretch across the canyon to smaller tail towers. On these cableways ride the heavy buckets of concrete and other materials used in building the dam. Some idea of the strength of these cables may be gained from the fact that a bucket of concrete (8 cubic yards) weighs 16 tons!



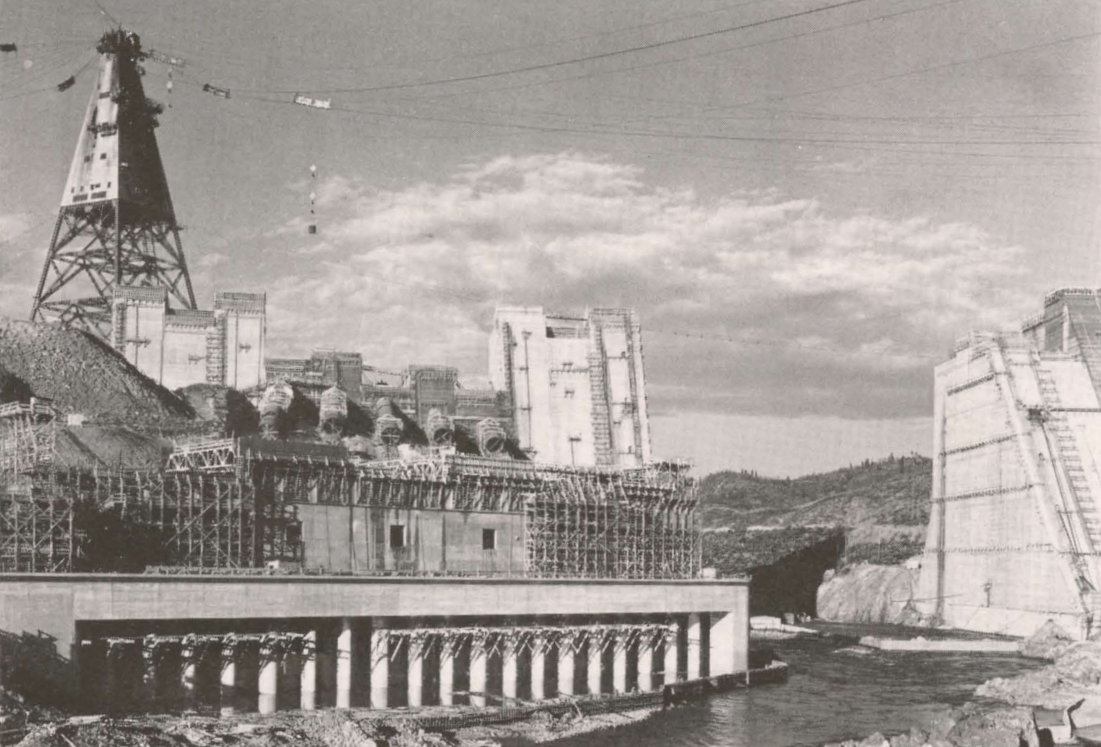
**Looking** down the downstream face of Shasta Dam gives you a rough idea of the dizzy height of the structure. Gap in upper left will be closed after Sacramento River is diverted through an enormous diversion tunnel.



**This** little piece of pipe is 15 feet in diameter and weighs 30 tons! It is a section of one of the penstock pipes for the Shasta Dam powerhouse.







**This general view** of Shasta Dam (now about 70% complete) shows head tower (upper left) and the five penstock pipes that will carry water to the powerhouse below. Capacity of plant will be 375,000 kilowatts, for war and peace. Keswick Dam will add 75,000 more.



**This picture** records the halfway point in the construction of Shasta Dam—pouring of the three millionth cu. yd. of concrete, March 28. Pouring proceeds at rate of 200,000 cu. yds. a month.

## These men are building Shasta Dam . . .



**Pete Mercendetti** connects a valve to a "grouting" pipe extending into the foundation of the damsite. All workers wear steel helmets.



**Perched** on a highline 'way above the Sacramento River Canyon, Harold Shoneman inspects a section of cable. The men building Shasta Dam apparently are fearless.



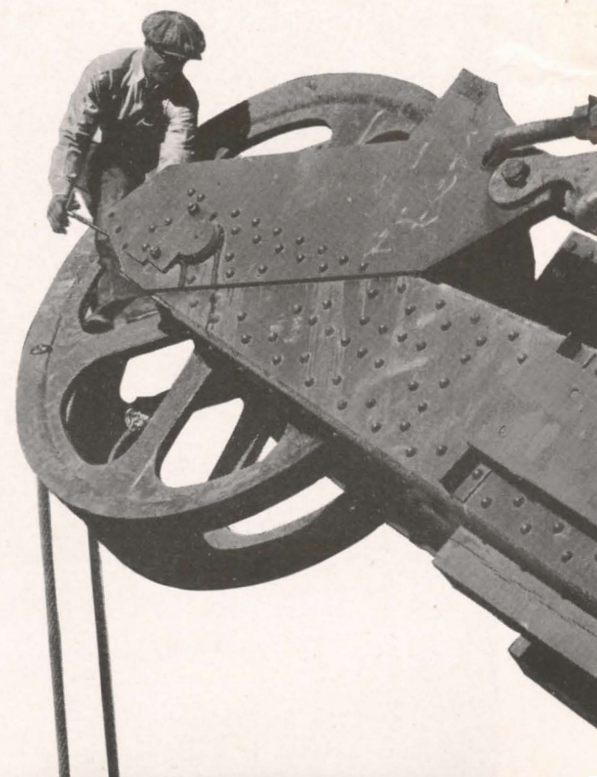
**"Big Tom" Chambers** is a steel rigger. Man below is oiling the pulley of a giant electric shovel. *Some* pulley!



**Looking** like a mythical "man from Mars," this unidentified welder is repairing a giant bucket in the gravel pit.



**Cableway signalman** on construction site uses telephone to direct operator in distant head tower.







**Friant Dam** is second largest unit in Central Valley Project and fourth largest dam in the world. Twenty miles north of Fresno, it will control the San Joaquin River, creating a reservoir 15 miles long. Height of dam 320 feet; length 3,430 feet; volume 2,200,000 cu. yds.



**Contra Costa Canal** is part of a 393-mile system for distributing Central Valley Project water to industries, homes and farms. Twenty-nine miles of this canal are now in service.



**Lassen Peak**, only active volcano in the United States (10,453 feet high) is the central feature of Lassen Volcanic National Park. It was named for Peter Lassen, Danish pioneer of 1848. Redding and Red Bluff are gateways to Lassen Park.

**Crater Lake** National Park, blue sea of mystery in the crater of an extinct volcano, lies between the Siskiyou Line and Cascade Line of Southern Pacific's Shasta Route in Southern Oregon. The Park is reached from either Grants Pass or Klamath Falls.

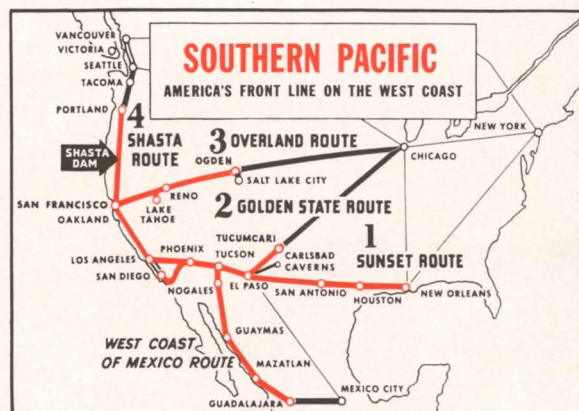
(Photo © Patterson)

## When Peace comes . . .

**R**IGHT now we are primarily concerned with doing a bang-up job for Uncle Sam and we're not urging pleasure travel. The strategic location of our lines on the West Coast makes it imperative that we dedicate all our facilities to the war effort. We have a grave responsibility to our country. So far we have met it. We must continue to meet it, no matter what the cost.

However, some day peace will come again, and when it does, all the wonders along our 15,000 miles of line will still be here to enchant pleasure-travelers. Man-made wonders like Shasta and Friant Dams, San Francisco's bridges and the charming cities of New Orleans, Houston, San Antonio, San Diego, Los Angeles, San Francisco and Portland. Natural wonders—Carlsbad Caverns, Sequoia, Kings Canyon, Yosemite, Lassen and Crater Lake National Parks; the Redwood Empire; the Shasta-Cascade Wonderland; the Monterey Peninsula; Lake Tahoe and Great Salt Lake; Mt. Hood, the Columbia River Gorge, and all the rest.

We are confident, too, that when peace comes Southern Pacific will offer the finest service in its history. All the millions of dollars we are spending for new facilities and equipment to meet the present emergency will be reflected in improved service after the war.



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