

CEAC Presidents

1914 to Present



and

California's Loyal Order of Dedicated Servants, CLODS

Established January 1966



Compiled by Ken Miller, CEAC Newsletter Editor 2006 - 2015

Latest Revision September 2018

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Introduction

In 2013, an effort was initiated to gather photographs of all of CEAC's Past Presidents for a celebration of CEAC's 100-year anniversary in 2014.

In the process of gathering these photos, considerable additional information about individual Presidents was located, and accordingly, the work effort was expanded to develop and include biographical information for each of the Presidents.

In 1977, Alan S. Hart, CLOD and former Director of the California Division of Highways (now Caltrans), District 4, compiled a document, "THE CLODS OF MONTEZUMA", which provided early history information on the formation of California's Loyal Order of Dedicated Servants, the CLODS, in January 1966.

In 2015, with the 50th anniversary of the CLODS' formation coming in 2016, an effort was commenced to compile information to add to the CLODS' history started by Alan Hart.

As a result of these efforts, this booklet has been compiled to profile all of CEAC's Past Presidents and to provide additional information about the history of the CLODS.

While considerable information has been gathered, some of the biographical sketches of our past CEAC Presidents, including photos, could be enhanced with further research. Any additional information or corrections to this compilation would be greatly appreciated.

Hopefully, through future efforts, this small part of our organization's history can be kept alive and growing.

~ Ken Miller

The Presidents

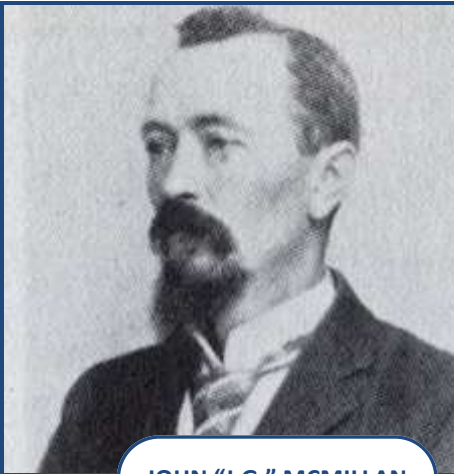
- List of Presidents
- Photos of Presidents
- Individual Profiles of Presidents

Presidents

1914-15	John “J.G.” McMillan , Santa Clara	1943-44	T.W. Switzer , Tulare
1915-16	Leslie B. Crook , Yuba	1944-45	Albert F. Parrott , Siskiyou
1917	James A. Sourwine , San Bernardino	1945-46	August J. Hoever , Glenn County
1917-18	Martin C. Polk , Butte	1946-47	George D. Macomber , Stanislaus
1918-19	George A. Posey , Alameda	1947-48	Warren K. Hillyard , Orange
1919-20	Edward von Geldern , Sutter	1948-49	Wallace B. Boggs , Alameda
1920-21	Lloyd Aldrich , Sonoma	1949-50	Robert L. Ryan , Ventura
1921-22	Arthur E. Cowell , Merced	1950-51	Marshall M. Wallace , Sonoma
1922-23	Drury D. Butler , Sacramento	1951-52	Earle A. Burt , Los Angeles
1923-24	Charles W. Petit , Ventura	1952-53	A.L. “Art” Kiefer , Sacramento
1924-25	Ralph R. Arnold , Contra Costa	1953-54	Joseph H. Mack , San Diego
1925-26	Ernest R. Childs , San Diego	1954-55	Oliver C. Wyllie , Calaveras
1926-27	John L. McBride , Orange	1955-56	A. Clinton “Bud” Kieth , Riverside
1927-28	Harry H. Hume , Butte	1956-57	Edward R. Hanna , San Benito
1928-29	Alexander C. Fulmor , Riverside	1957-58	Carl F. Lind , Fresno
1929-30	Christopher P. Jensen , Fresno	1958	A.E. “Dusty” Rhoades, Jr. , Yolo
1930-31	Howard L. Way , San Bernardino	1958-59	Charles S. Dumble , Kern
1931-32	Howard L. Way , San Bernardino	1959-60	Raymond P. O’Neill , Butte
1932-33	Rodney E. Messner , Marin	1960-61	Martin Nicholas , San Bernardino
1933-34	Howard F. Cozzens , Monterey	1961-62	William A. Jones , Solano
1934-35	Julius B. Manthey , San Joaquin	1962-63	A.S. Koch , Orange
1935-36	Alexander C. Fulmor , Riverside	1963-64	William D. McIntosh , Lassen
1936-37	Jesse A. Bumgarner , Butte	1964-65	David E. Pierson , Imperial
1937-38	Ernest R. Childs , San Diego	1965-66	Bruce W. McClain , Monterey
1938-39	Edwin A. Fairbairn , Sacramento	1966-67	John A. Lambie , Los Angeles
1939-40	Owen H O’Neill , Santa Barbara	1967-68	Vic Sauer , Contra Costa
1940-41	Burnett Hamilton , Alameda	1968-69	David K. Speer , San Diego
1941-42	Alfred Jones , Los Angeles	1969-70	H. Van Reyper , Yolo
1942-43	Frank E. Kelly , Humboldt	1970-71	Norman H. Caldwell , Santa Barbara

Presidents (continued)

1971-72 James T. Pott , Santa Clara	2000-01 Kenneth A. Miller , San Bernardino
1972-73 Clinton D. Beery , Fresno	2001-02 Thomas Hunter , Plumas
1973-74 Donald B. Head , Sonoma	2002-03 Phillip M. Demery , Santa Barbara
1974-75 L. Dale Mills , Kern	2003-04 Gerry Shaul , Lake
1975-76 Clay Castleberry , Butte	2004-05 Tim Hackworth , Placer
1976-77 Irvin L. Mohar , Los Angeles	2005-06 Maurice Shiu , Contra Costa
1977-78 S. H. “Sid” Cantwell , San Mateo	2006-07 Mike Crump , Butte
1978-79 Eugene H. Knapp , Solano	2007-08 George Johnson , Riverside
1979-80 C.F. “Budge” Campbell , Mendocino	2008-09 Peter Rei , Tuolumne
1980-81 Leland Steward , Santa Barbara	2009-10 Patrick V. DeChellis , Los Angeles
1981-82 Lawrence A. Coleman , Tehama	2010-11 Julie Bueren , Contra Costa
1982-83 R.J. “Rudy” Massman , San Diego	2011-12 Daniel Woldesenbet , Alameda
1983-84 Verne L. Davis , Merced	2012-13 Thomas Mattson , Humboldt
1984-85 George Protopapas , San Luis Obispo	2013-14 Scott McGolpin , Santa Barbara
1985-86 Lloyd Roberts , Yolo	2014-15 Mike Penrose , Sacramento
1986-87 Thomas A Tidemanson , Los Angeles	2015-16 Matt Machado , Stanislaus
1987-88 Richard W. Curry , Shasta	2016-17 John Presleigh , Santa Cruz
1988-89 Arthur E. Goulet , Ventura	2017-18 Jeff Pratt , Ventura
1989-90 Richard D. Welton , Fresno	
1990-91 J. Michael Walford , Contra Costa	
1991-92 David A. Gravenkamp , Siskiyou	
1992-93 Robert L. Sans , San Mateo	
1993-94 Henry Hirata , San Joaquin	
1994-95 S. Harry Orfanos , Imperial	
1995-96 John Mitchell , Lassen	
1996-97 Douglas Wilson , Tulare	
1997-98 Max Bridges , San Benito	
1998-99 Mehdi Madjd Sadjadi , Marin	
1999-2000 Donald J. LaBelle , Alameda	



JOHN "J.G." MCMILLAN

Santa Clara County

1914-15



LESLIE B. CROOK

Yuba County

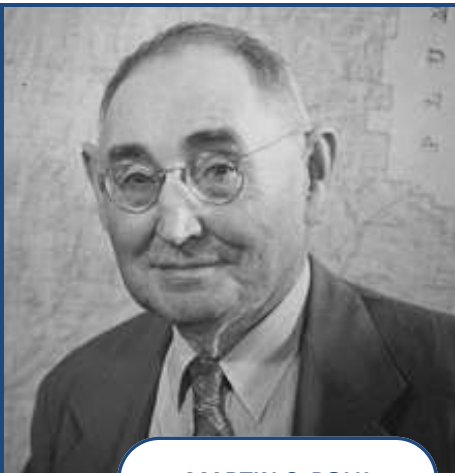
1915-16



JAMES A. SOURWINE

San Bernardino County

1917



MARTIN C. POLK

Butte County

1917-18



GEORGE A. POSEY

Alameda County

1918-19



EDWARD VON GELDERN

Sutter County

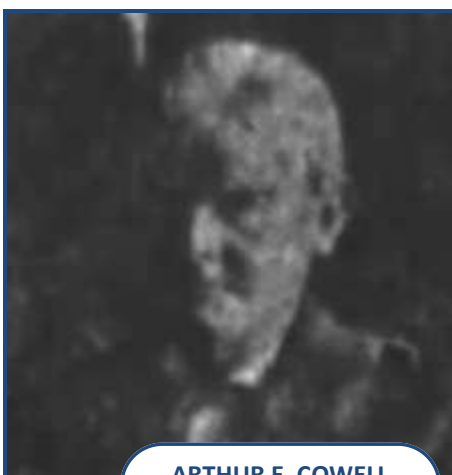
1919-20



LLOYD ALDRICH

Sonoma County

1920-21



ARTHUR E. COWELL

Merced County

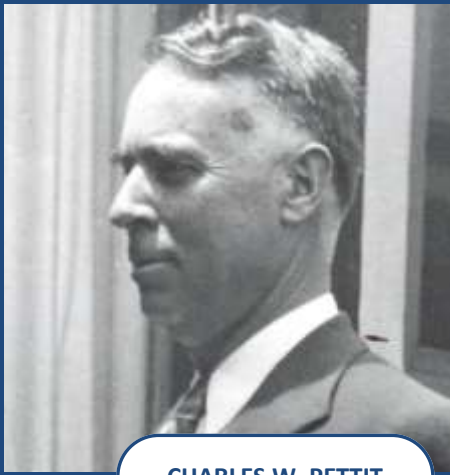
1921-22



DRURY D. BUTLER

Sacramento County

1922-23



CHARLES W. PETTIT

Ventura County

1923-24



RALPH R. ARNOLD

Contra Costa County

1924-25



ERNEST R. CHILDS

San Diego County

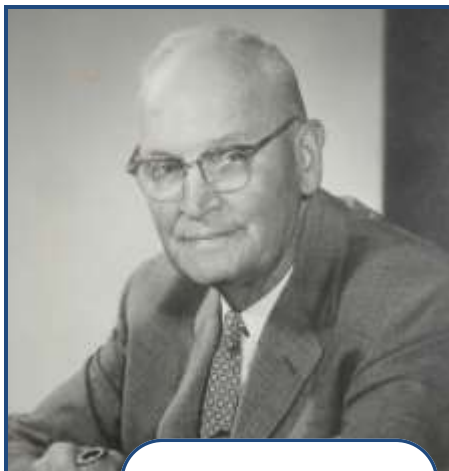
1925-26 and 1937-38



JOHN L. MCBRIDE

Orange County

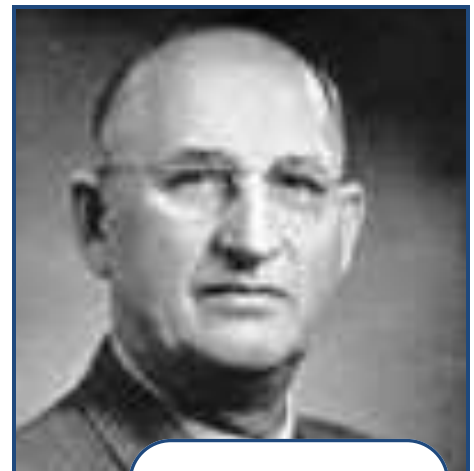
1926-27



HARRY H. HUME

Butte County

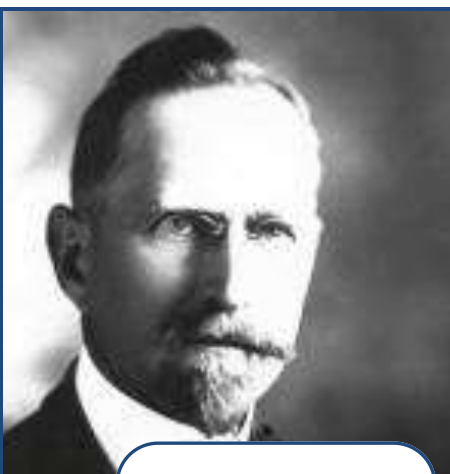
1927-28



ALEXANDER C. FULMOR

Riverside County

1928-29 and 1935-36



CHRISTOPHER P. JENSEN

Fresno County

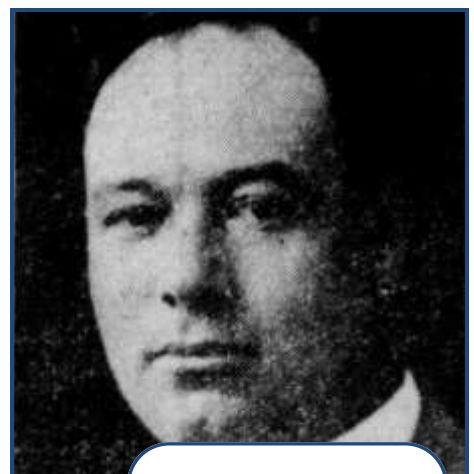
1929-30



HOWARD L. WAY

San Bernardino County

1930-31 and 1931-32



RODNEY E. MESSNER

Marin County

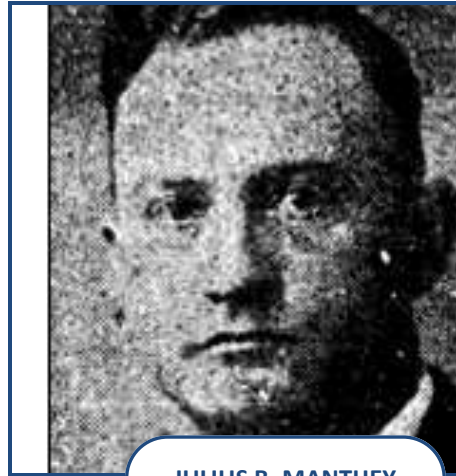
1932-33



HOWARD F. COZZENS

Monterey County

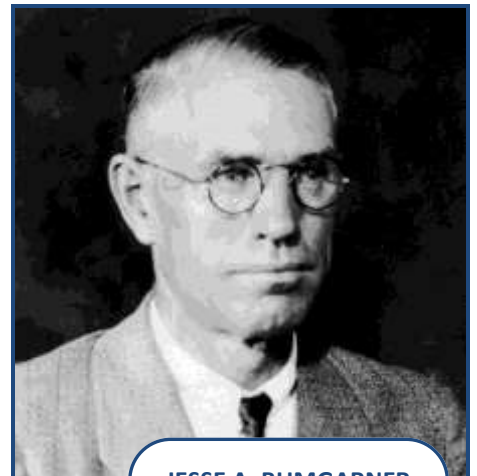
1933-34



JULIUS B. MANTHEY

San Joaquin County

1934-35



JESSE A. BUMGARNER

Butte County

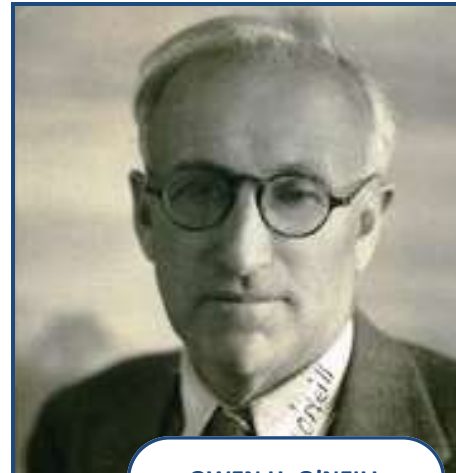
1936-37



EDWIN A. FAIRBAIRN

Sacramento County

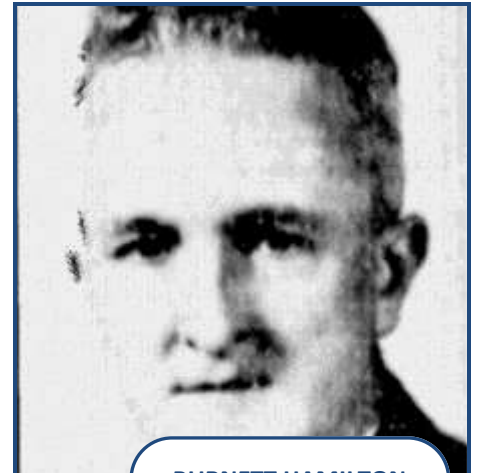
1938-39



OWEN H. O'NEILL

Santa Barbara County

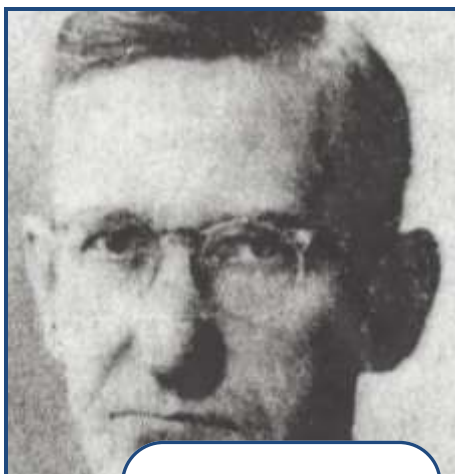
1939-40



BURNETT HAMILTON

Alameda County

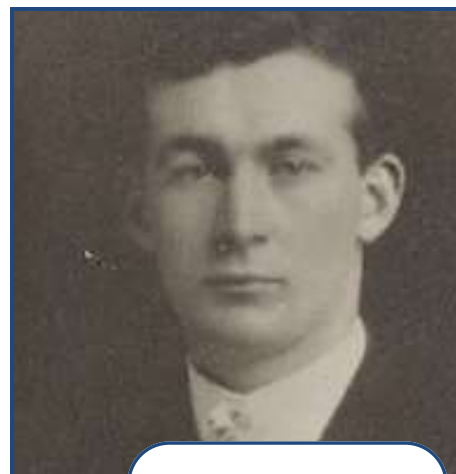
1940-41



ALFRED JONES

Los Angeles County

1941-42



FRANK E. KELLY

Humboldt County

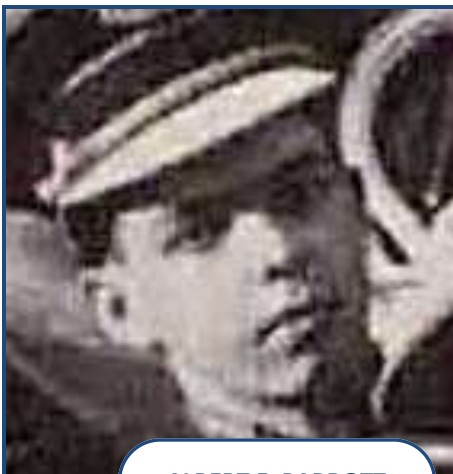
1942-43



T. W. SWITZER

Tulare County

1943-44



ALBERT F. PARROTT

Siskiyou County

1944-45



AUGUST J. HOEVER

Glenn County

1945-46



GEORGE D. MACOMBER

Stanislaus County

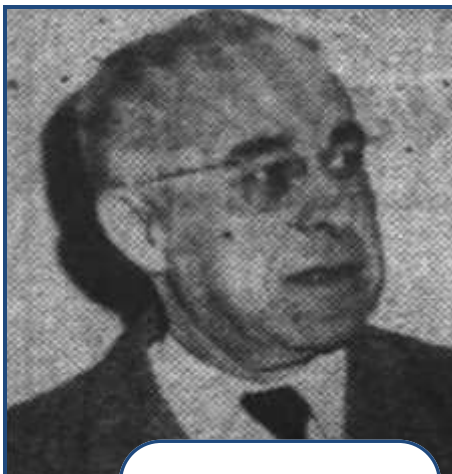
1946-47



WARREN K. HILLYARD

Orange County

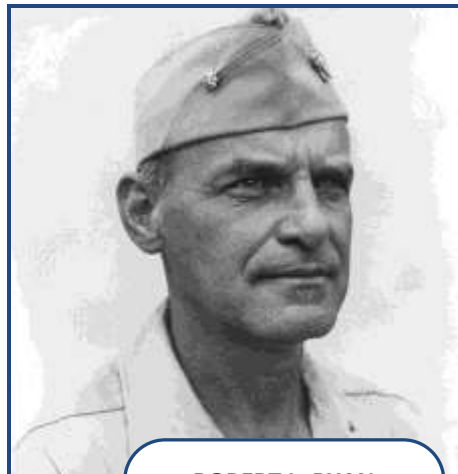
1947-48



WALLACE B. BOGGS

Alameda County

1948-49



ROBERT L. RYAN

Ventura County

1949-50



MARSHALL M. WALLACE

Sonoma County

1950-51



EARL A. BURT

Los Angeles County

1951-52



ARTHUR L. KIEFER

Sacramento County

1952-53

NO PHOTO TO DATE

JOSEPH H. MACK

San Diego County

1953-54



OLIVER C. WYLLIE

Calaveras County

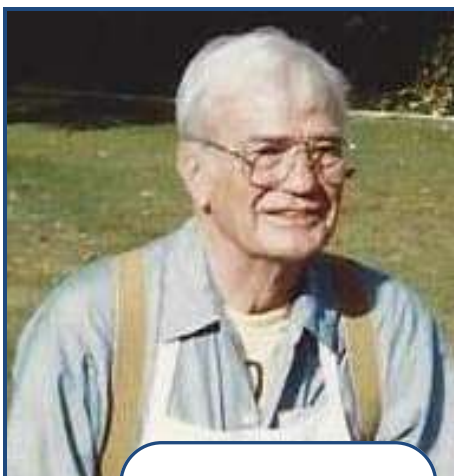
1954-55



ADA CLINTON KIETH

Riverside County

1955-56



ED R. HANNA

San Benito County

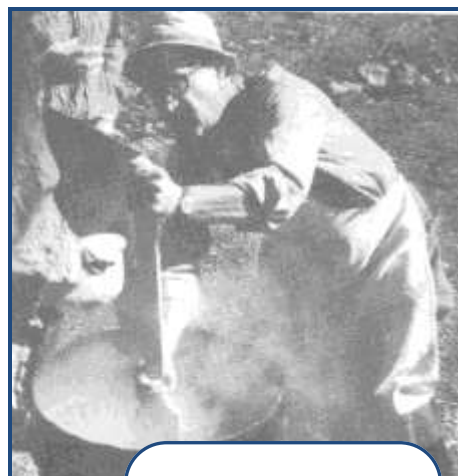
1956-57



CARL F. LIND

Fresno County

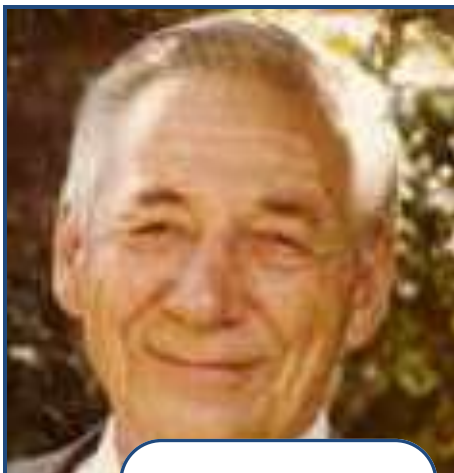
1957-58



A. E. RHODES, JR.

Yolo County

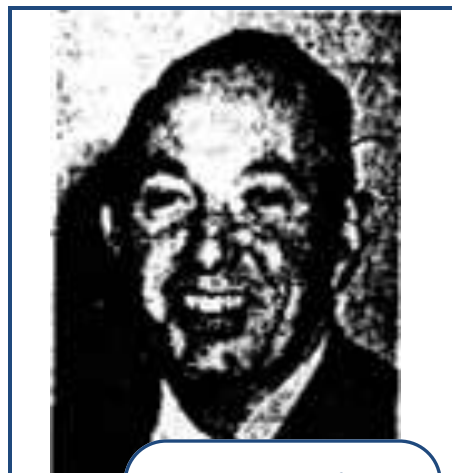
1958



CHARLES S. DUMBLE

Kern County

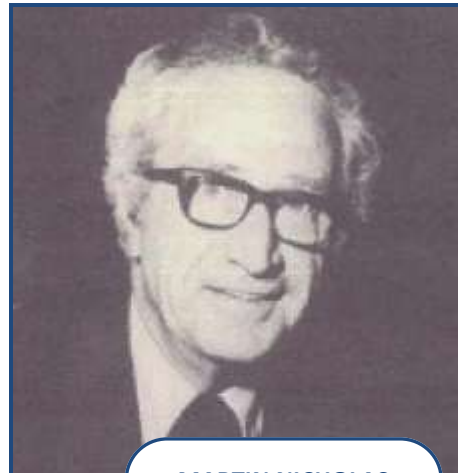
1958-59



RAYMOND P. O'NEILL

Butte County

1959-60



MARTIN NICHOLAS

San Bernardino County

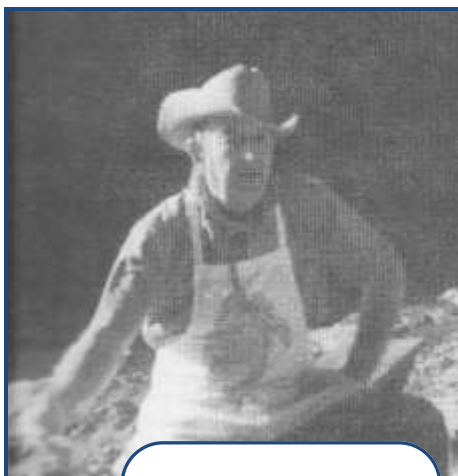
1960-61



WILLIAM A. JONES

Solano County

1961-62



A. S. KOCH

Orange County

1962-63



WILLIAM D. MC INTOSH

Lassen County

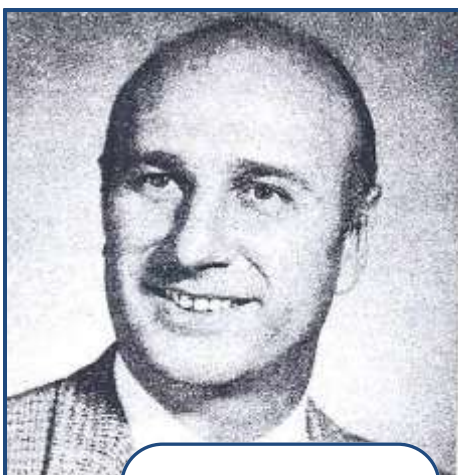
1963-64



DAVID E. PIERSON

Imperial County

1964-65



BRUCE W. MC CLAIN

Monterey County

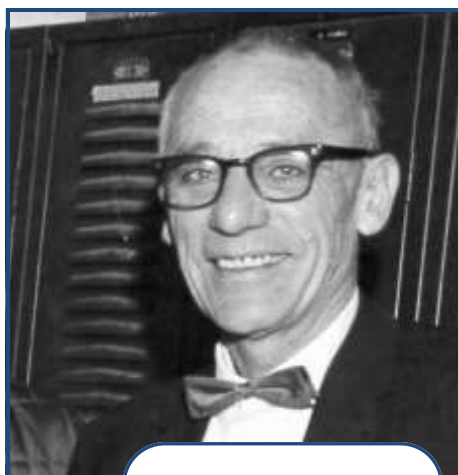
1965-66



JOHN A. LAMBIE

Los Angeles County

1966-67



VIC SAUER

Contra Costa County

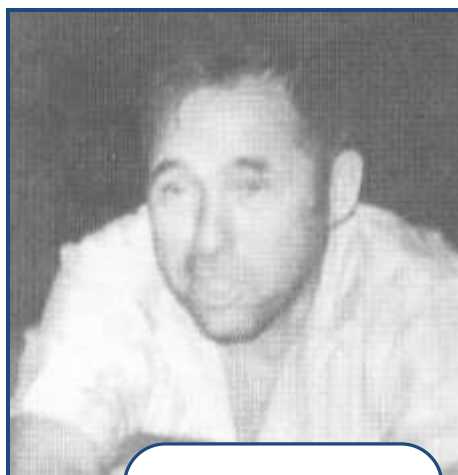
1967-68



DAVID K. SPEER

San Diego County

1968-69



H. VAN REYPER, JR.

Yolo County

1969-70

**NORMAN H. CALDWELL**

Santa Barbara County

1970-71

**JAMES T. POTT**

Santa Clara County

1971-72

**CLINTON D. BEERY**

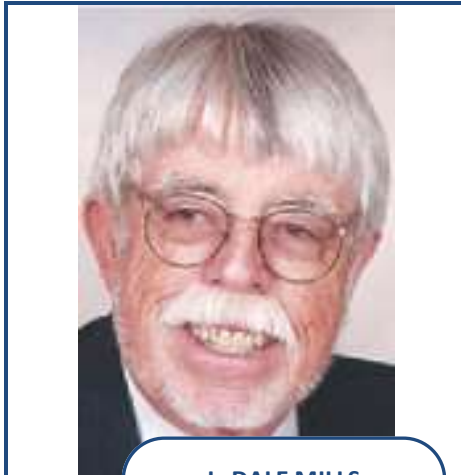
Fresno County

1972-73

**DONALD B. HEAD**

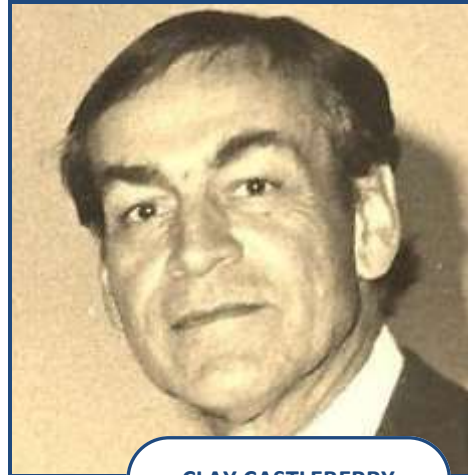
Sonoma County

1973-74

**L. DALE MILLS**

Kern County

1974-75

**CLAY CASTLEBERRY**

Butte County

1975-76

**IRVIN L. MOHAR**

Los Angeles County

1976-77

**S. H. CANTWELL**

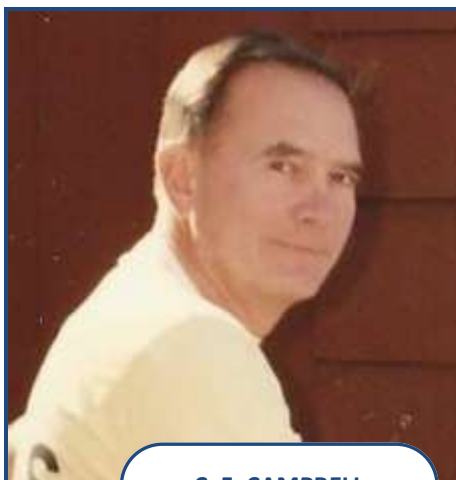
San Mateo County

1977-78

**EUGENE H. KNAPP**

Solano County

1978-79

**C. F. CAMPBELL**

Mendocino County

1979-80

**LELAND STEWARD**

Santa Barbara County

1980-81

**LAWRENCE A. COLEMAN**

Tehama County

1981-82

**R. J. MASSMAN**

San Diego County

1982-83

**VERNE L. DAVIS**

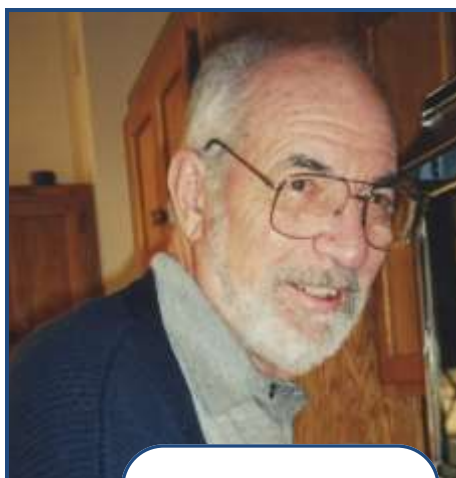
Merced County

1983-84

**GEORGE PROTOPAPAS**

San Luis Obispo County

1984-85

**LLOYD H. ROBERTS**

Yolo County

1985-86

**THOMAS A. TIDEMANSON**

Los Angeles County

1986-87

**RICHARD W. CURRY**

Shasta County

1987-88



ARTHUR E. GOULET

Ventura County

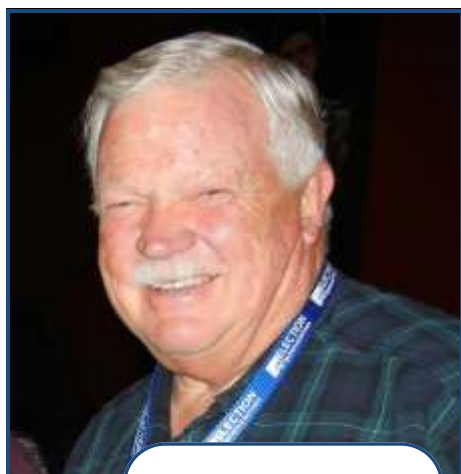
1988-89



RICHARD D. WELTON

Fresno County

1988-89



J. MICHAEL WALFORD

Contra Costa County

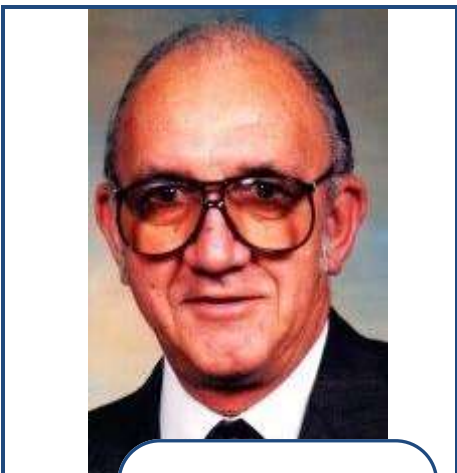
1990-91



DAVID A. GRAVENKAMP

Siskiyou County

1991-92



ROBERT L. SANS

San Mateo County

1992-93



HENRY HIRATA

San Joaquin County

1993-94



S. HARRY ORFANOS

Imperial County

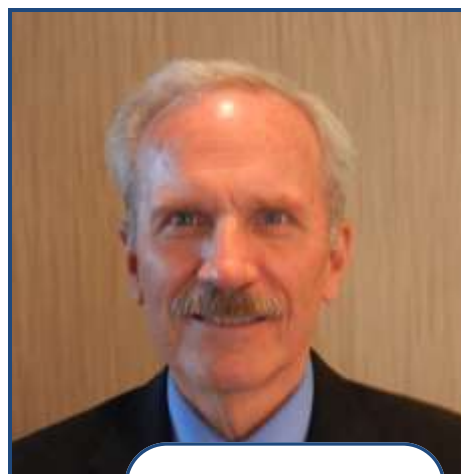
1994-95



JOHN MITCHELL

Lassen County

1995-96



DOUG WILSON

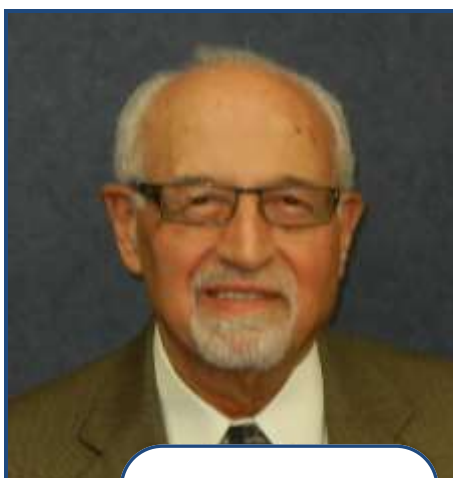
Tulare County

1996-97

**MAX BRIDGES**

San Benito County

1997-98

**MEHDI MADJD-SADJADI**

Marin County

1998-99

**DONALD J. LABELLE**

Alameda County

1999-2000

**KENNETH A. MILLER**

San Bernardino County

2000-2001

**TOM HUNTER**

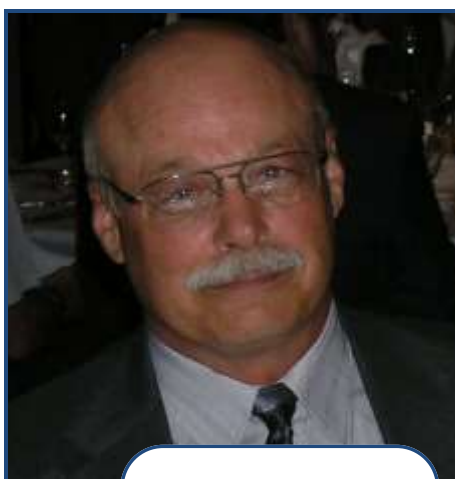
Plumas County

2001-2002

**PHILLIP M. DEMERY**

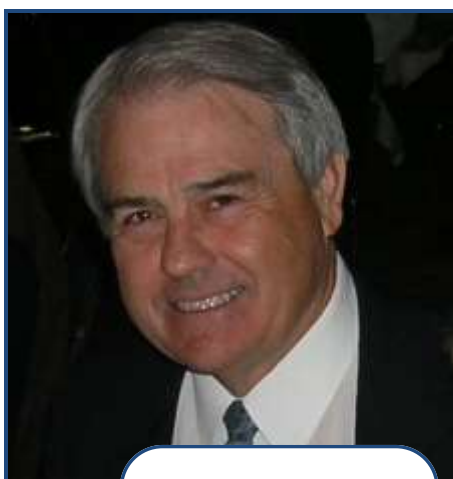
Santa Barbara County

2002-2003

**GERRY SHAUL**

Lake County

2003-2004

**TIM HACKWORTH**

Placer County

2004-2005

**MAURICE SHI**

Contra Costa County

2005-2006



MIKE CRUMP

Butte County

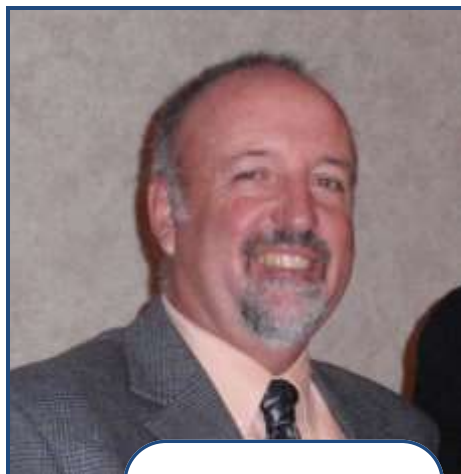
2006-2007



GEORGE A. JOHNSON

Riverside County

2007-2008



PETER REI

Tuolumne County

2008-2009



PATRICK V. DECHELLIS

Los Angeles County

2009-2010



JULIE R. BUEREN

Contra Costa County

2010-2011



DANIEL WOLDESENBET

Alameda County

2011-2012



THOMAS MATTSON

Humboldt County

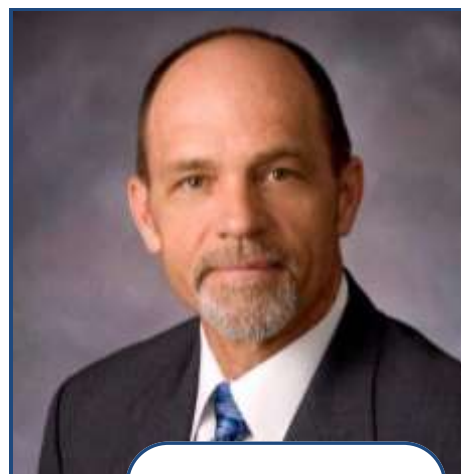
2012-2013



SCOTT MC GOLPIN

Santa Barbara County

2013-2014



MIKE PENROSE

Sacramento County

2014-2015



MATT MACHADO

Stanislaus County

2015-16



JOHN PRESLEIGH

Santa Cruz County

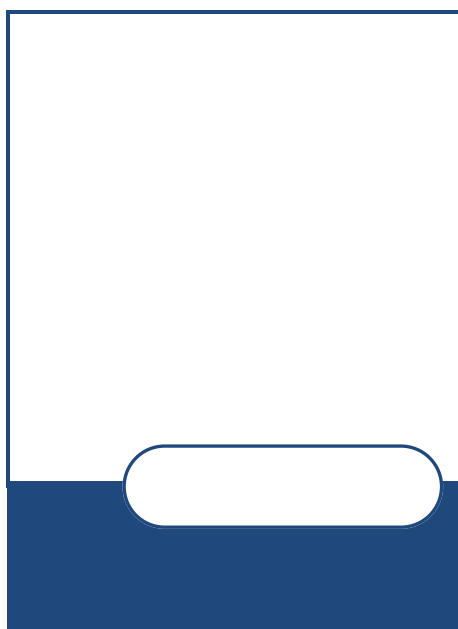
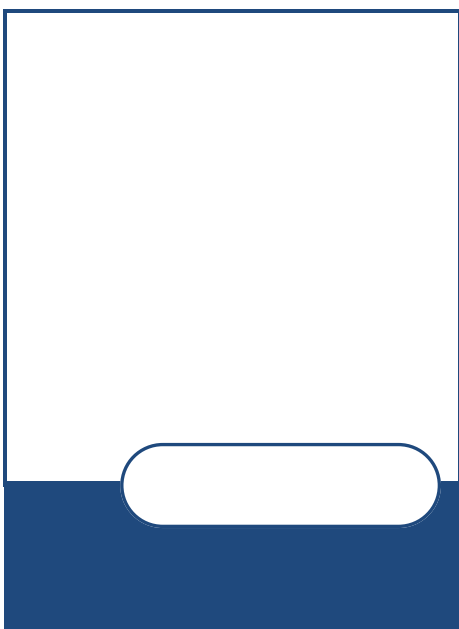
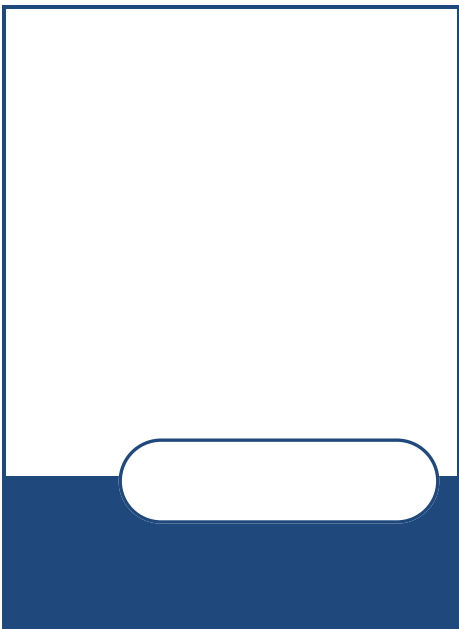
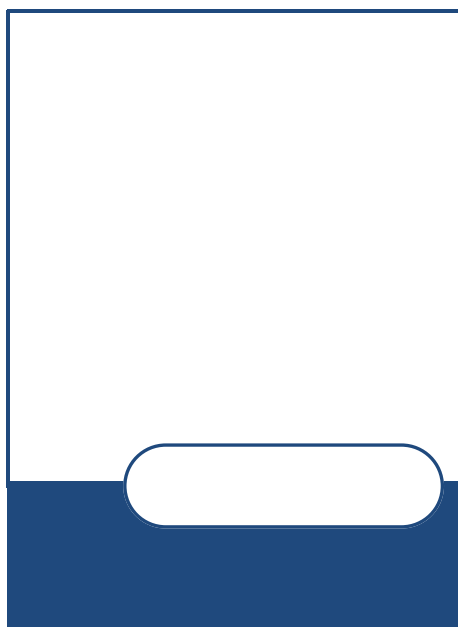
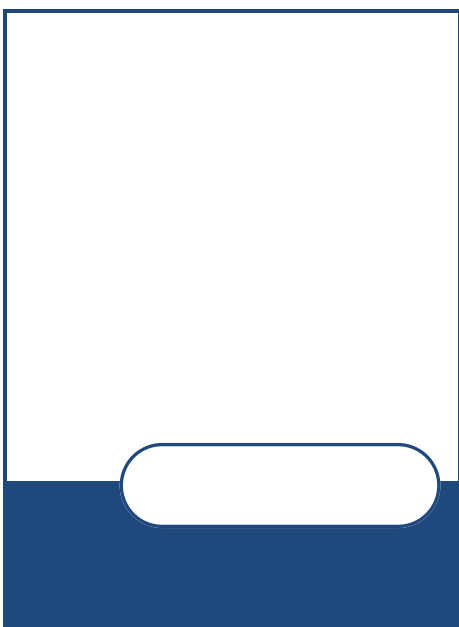
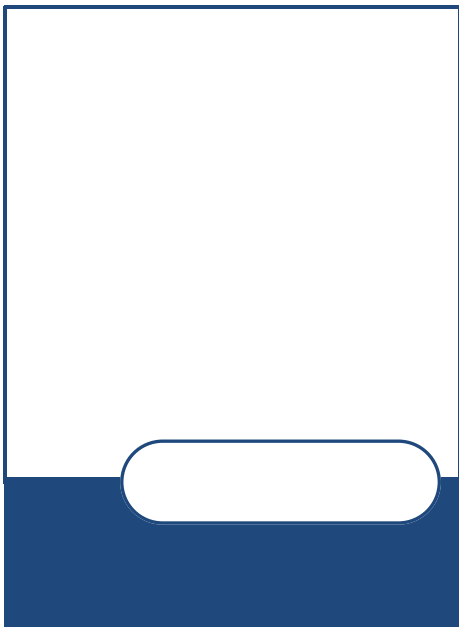
2016-17



JEFF PRATT

Ventura County

2017-18





John Gilmore “J. G.” McMillan

Santa Clara County

CEAC President 1914-15



Our first CEAC President in 1914-15 was John “J. G.” McMillan, at the time, County Surveyor for Santa Clara County. He was born July 11, 1851 in Bristol, Rhode Island. His parents had emigrated from Scotland to America in the 1840s, settling in Rhode Island. In 1852, his father, William, went to California by way of Panama and undertook mining in Butte County near Bidwell’s Bar. In 1856, William sent for his wife, Sarah, and their children to join him in California.

John attended school in Butte County and was exposed to mining engineering in his youth. After also attending the State Normal School in San Jose, he began teaching while, at the same time, undertaking studies of civil engineering and surveying.

In 1874, he moved to Sutter County where, in 1877, he was elected to the first of two terms as County Surveyor. His second term was cut short in 1881 due to ill health, which forced his resignation.

Beginning in 1883, the Central Pacific Railroad employed him as a surveyor in locating work and, later that year, he served as assistant construction engineer on the Market Street Railway in San Francisco. A short time later, in 1884, found him working in Guatemala working as a civil engineer on the Guatemala Central Railroad. After a year in Central America, he returned to California, where a French syndicate engaged him in the location and construction of a system of reservoirs and flumes for hydraulic mining activities in the northwestern part of the state.

Then from 1886 to 1890, Leland Stanford employed McMillan as Chief Engineer for the Stanford properties. Most of his work in this capacity involved surveys and early construction work at Stanford University.

In 1890, McMillan was elected to the office of Santa Clara County Surveyor, a post he held until 1914. During his first term in office, he began a system of concrete bridges in the county. This was just one year after Ernest L. Ransome built the first reinforced concrete bridge in the United States in San Francisco’s Golden Gate Park. Thus, McMillan must be considered one of the pioneer users of concrete for bridges. At the same time, he also handled all of the county’s plans for steel and timber bridges. Unlike Ransome, whose work was in steel reinforced concrete, McMillan was unsure of the action of concrete in an arch, and so his first concrete bridge over Penitencia Creek in 1891 utilized four rowlock arch rings, with concrete sidewalls and abutments. He built similar bridges in 1896 and 1897. In 1903 he began using steel reinforcement. By 1909, there were 35 to 40 concrete and steel bridges in the county. Many of his bridges used fieldstone facing to harmonize with the setting and to reduce the cost of labor (for formwork) and cement.



President

J. G. McMillan (continued)

In addition to his pioneering work with concrete bridges, McMillan also held the patent for a floor system for bridges and wharves. This system used timber planks fastened together with spikes and further bound with steel rods to prevent separation of the planks. This subfloor was then covered with concrete or asphalt which was compacted to fill any spaces between the planks. This system provided an extremely water proof floor, extending the life of the timber elements. His floor system was used in Santa Clara, San Joaquin, Sacramento and Ventura Counties.

He was also quite sensitive to design considerations for bridges in pastoral rural areas, often working native rubble into the texture to create a harmony with the natural environment. Two of these structures, 37-74 and 37C-237, were determined eligible for the National Register in 1986. Although his bridges were often eccentric, McMillan's transition from truss to concrete bridge design was typical of the time throughout the state. McMillan preserved a complete set of plans for all of the bridges that he designed.

In 1914, McMillan resigned his post as Santa Clara County Surveyor to join his son, Percy W. McMillan in a consulting civil engineering firm. J. G. McMillan held Civil Engineering License No. 157.

During his career McMillan was a member of the Technical Society of the Pacific Coast and a life member of the American Society of Civil Engineers.

After a short illness, McMillan died at home on February 14, 1935. He was buried at Alta Mesa Cemetery in Palo Alto, California.

Note: The majority of this biographical information on John McMillan was taken from an article about the Llagas Creek Bridge found in the "Historic American Engineering Record" prepared by the Department of the Interior, National Park Service, Western Region in San Francisco. Some information also came from miscellaneous internet searches.

You might ask, "What is a county surveyor doing designing and building bridges?" While Land Surveyors have been licensed in California since 1891 (originally under the auspices of the State Surveyor General), the licensing of civil engineers did not commence until 1929 following the failure of the St. Francis Dam in Southern California. The State Legislature determined that unregulated design and construction was a danger to the public and accordingly passed laws to regulate civil engineering and to create the state board. There of course have been many changes enacted since 1929 that further expand and regulate the activities of Professional Engineers and Land Surveyors.



Leslie B. Crook - Yuba County CEAC President 1915-16



Leslie B. Crook served as our organization's second president in 1915-16. Leslie was born in Marysville on July 6, 1884, the son of William H. and Jane (Hobart) Crook. His father had come to California in the early 1860s bringing with him his wife and making the journey via the Isthmus of Panama. He obtained employment initially as a bookkeeper and later became the proprietor of a grocery store located at Fifth and D Streets in Marysville.

Leslie went through local Marysville grammar schools and a local business college. In 1904 he enrolled as a student at the Van Der Nailen College of Engineering in San Francisco, where he completed courses in civil and mining engineering, receiving C.E. and M.E. degrees in 1906.

After college he went to work for the Western Pacific Railway Company and was put in charge of constructing bridges along their rail line between Oroville and Marysville. He followed with work as an assistant engineer for the location of a 45-mile long railroad line for the McCloud River Lumber Company.

In 1908 he was appointed deputy county surveyor of Yuba County for a period of two years. His excellent work in that job led to his election to the office of county surveyor. He subsequently performed so well that he was re-elected several times as county surveyor. During his time as county surveyor he built numerous bridges in the county.

Following his stint as county surveyor, Leslie moved into private practice. He later served as a member of the Marysville City Council during the period of 1920 through 1922.

Outside of his engineering profession Leslie took on a wide range of challenges including serving as chairman of the Marysville Board of Health, coordinator of exhibits at the Panama Exposition for both Yuba and Sutter Counties, secretary and treasurer of the Yuba-Sutter branch of the State Fish and Game Commission, and fire warden as well as involvement in many fraternal organizations in the Marysville area. As a result of his thorough technical training and longtime experience Mr. Crooks was recognized as one the foremost civil engineers in Northern California and Marysville in the early 20th century.

This information was taken from the California Genealogy & History Archives

<http://www.rootsweb.ancestry.com/~cagha/index.htm>



James A. Sourwine - San Bernardino County CEAC President 1917



James Arthur (J. A.) Sourwine, known to most of his descendants as "The Major", was born on August 6, 1884 in Buffalo, N.Y. to James H. Sourwine and Anna Tims Sourwine. He grew up in Upland, California (where his father owned a grocery and some orange groves) and graduated from Pomona College with a degree in Civil Engineering.

He married his first wife, Anita May Julien on June 8, 1907 in Reno, Nevada. Their oldest child, Julien Goode Sourwine was born in Reno the following year. The family returned to Upland, California where William Arthur Sourwine was born in 1910. They then moved to Ithaca, New York while James pursued a graduate engineering degree at Cornell University. Their third child, and first daughter, Mary Nevada Sourwine was born there in 1911. The family returned to May's family home in Reno, Nevada where their fourth and last child Anita Louise Sourwine was born in 1914.

James served as the San Bernardino County Surveyor and Engineer from approximately 1915 thru 1917. His exact period of service to the county is unknown. During his time with the county, one of his most significant projects was his design and the construction of the Old Trails Bridge crossing of the Colorado River at Needles California in 1916. At the time it was the longest arch bridge in the United States. The highway bridge was replaced by an Interstate 40 bridge in 1966, but remains in service today as a bridge carrying utility lines across the river.

The San Bernardino "Daily Sun" newspaper reported on March 24, 1917 that Mr. J.A. Sourwine had been elected the previous day as the President of the County Surveyors Association of California. The same newspaper reported on August 23, 1917 that Mr. Sourwine received orders to report to the Army Engineers at Fort Leavenworth, Kansas. [Apparently he did not serve out his full term as President and was possibly replaced by someone who completed the year in his place.](#) James subsequently served in the Army Corps of Engineers Construction Battalion overseas in World War I, eventually retiring with the rank of Major. He did not, however, return home to his wife and family after the war. He asked May for a divorce, which she granted him in 1924. She continued living with her children in her family home in Reno. He later married Victoire D'Ongren (Victoria), daughter of a French artist, leaving her after she bore him twin sons who died at birth.

Following the war, his work history is a bit obscure, but it is known that he spent many years as a senior engineer with the Bureau of Public Roads from which he eventually retired. He died in Washington, D. C. in 1957.



Martin C. Polk - Butte County

CEAC President 1917-18



The following about Martin Polk was pieced together from information in an article in the “California Highways and Public Works” magazine (Published by the State Division of Highways), and from numerous newspaper articles that were located between 1894 and 1943, including articles in the San Francisco Chronicle, Feather River Bulletin, Oakland Tribune, Plumas Independent, San Bernardino News and Free Press, Fresno Bee, L.A. Times, and the San Francisco Call. No biography or obituary has been located to date.

Martin C. Polk was born on July 22, 1872 in Iron County, Missouri. (Note: His father was identified as the founder of Polk Springs and his grandfather was a cousin of President of the U.S., James K. Polk)

He received his basic education in a one-room school at Cohasset, in the Butte-Tehama hill country. A teacher of exceptional ability helped him with advanced studies, including trigonometry, and in 1892 he entered California College, a denominational school in Oakland, where he graduated in 1892.

During the next three years, he worked in logging camps and at odd jobs. In 1897, he traveled to Palo Alto, enrolled at Stanford University, and crammed all the engineering he could into one academic year, as it was all he could afford on the \$100 he had saved. He returned to Butte County in the spring of 1898, went to work in a sawmill, and saved enough to buy a transit. With it he surveyed timber range for the logging company.

An article in the Feather River Bulletin dated September 29, 1898 stated that the Democratic Party had nominated Polk to run for the position of County Surveyor in Butte County that year. He must not have won in the election as other information indicates that he became the County Surveyor in 1902, a position he held until resigning in 1920. During this period of service, Martin Polk seemed to hold a variety of hats as referenced in various newspaper articles, which also listed him as County Engineer and County Road Engineer as well as County Surveyor. Also, it appears during the same period, he served as the City Engineer for Chico.

Upon his resignation as County Surveyor in 1920, Polk was replaced by H. H. Hume, who later became CEAC President in 1927-28. See Hume biography.

Polk apparently worked principally in private engineering practice between 1920 and about 1934, specializing in reclamation and irrigation work. However, during this period there are additional references to him as City Engineer for Chico.

An article in the Oakland Tribune dated August 30, 1932 identified Polk as the Clerk of the Board for Butte County. He ran for and was elected the Butte County Assessor in 1934 and re-elected several times and eventually retiring from that office in July, 1950.



President

Martin C. Polk (continued)

In the early 1940s, he served as an appointed member of the State Reclamation Board, but was replaced along with the entire Board by incoming Governor, Earl Warren (later Chief Justice of the U. S. Supreme Court) in February of 1943.

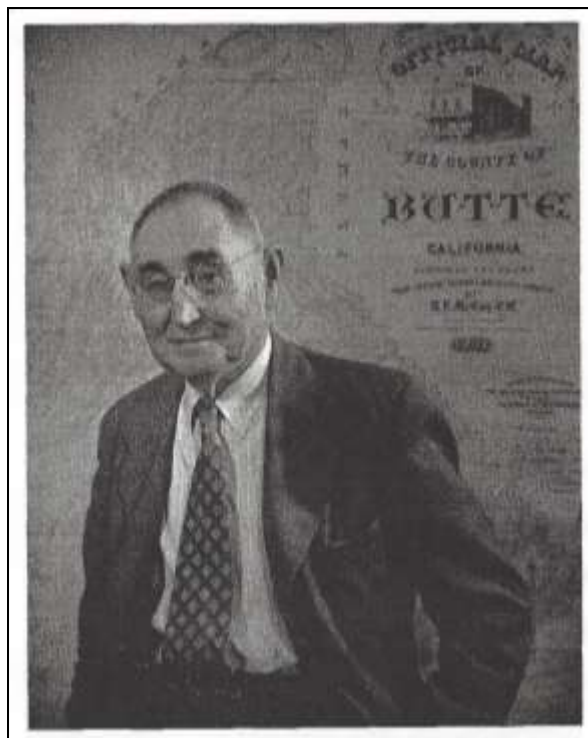
In the early 1950s he served again as Chico City Engineer on a consulting basis, but resigned when it was again made a full time position.

Polk continued to serve the City as a consultant and also served as the City Engineer for Biggs and as a consulting engineer for the City of Gridley. Over his long career he also worked as the engineer for two irrigation districts, three drainage districts and two irrigation districts.

He continued to operate an engineering and surveying office in Chico for many years. He often spent time devoted to assisting younger engineers, including those with the Division of Highways, with any problems which they may encounter in Butte County, by relying on his profound engineering knowledge of the region.



Polk, about 1902, shortly after beginning his engineering career



Polk, 1952, standing in front of the official map of Butte County, which dates to the time he began his engineering career at the turn of the century.



George A. Posey - Alameda County CEAC President 1918-19



George Addison Posey was born September 28, 1883 in Hermosillo, Mexico and came to Oakland with his parents as a child. He entered Berkeley schools, graduating from Berkeley High School in 1902. He then entered the University of California at Berkeley as a student in engineering and subsequently received his engineering degree in 1906. He followed this by working for a year as an engineering instructor at his alma mater.

In 1907, he entered public service, being first employed by the Southern Pacific railway, and later serving utilities corporations in the state.

In 1914, he undertook his first public utility job of importance when he installed the docks and made harbor plans for the City of Richmond. In that same year, his connection with Alameda County engineering work commenced, when he was appointed Chief Deputy County Surveyor under Perry A. Haviland, under whom he served for nine years. It was while working as Deputy Surveyor, that the project which was to win him international fame, first engaged his attention...that of a traffic tube beneath the Estuary.

For a year and a half prior to Haviland's death, Posey was performing practically all the work of his chief, and on Haviland's death, Posey was the natural selection of the Board of Supervisors, as his successor. In October, 1921, he was named County Surveyor and Engineer, positions he held until his death on August 3, 1932. His death came about as a suicide as a result of inhaling exhaust fumes from a car in his garage.

Posey gained international fame as an engineer, when he employed a form of construction which revolutionized under-water traffic tunnel design. Other tubes had been construction and sunk as one continuous unit. Posey built his tube as a contractor lays sewer pipe, in sections. **Twelve huge concrete cylinders, each longer than a city block, were built at Hunter's Point, floated nine miles across the bay by the simple expedient of plugging their ends, and then dropping them into position beneath the estuary, where they were joined below water.**

Posey designed a number of notable structures around Oakland include the underwater tube later named after him as the Posey Tube and the Leimert Bridge to Oakmore Highlands.

His outstanding service as an engineer resulted in many county officials, civic, business leaders and fraternal leaders and friends in attendance at his funeral service and he was eulogized with considerable respect for his contributions to the community. *"He was a leader in civic life, in club and fraternal order. He always had at heart the interest of his state, his country and his city. He lived for the welfare of others and he was always quick to lend his aid and financial assistance to the unemployed. He was one of the greatest benefactors of*



President

George A. Posey (continued)

Alameda County, who will be held in memory for his work on the Posey Tube and for his plans for a low level tunnel. He was a fond father, a sterling husband and a Christian gentleman with radiant personality, which endeared him to all."

Posey was a member of the Scottish Rite Temple of the Mystic Shrine, Moose, Elks, Society of California Pioneers, Woodmen of the World, and Theta Chi fraternity.



Artist Rendering of Posey Tube entrance at Time of Construction



Same Entrance in Recent Time



Edward von Geldern - Sutter County CEAC President 1919-20



Unfortunately, at least one of the early CLODS was missed on the photo board and also on the CLODS tee shirts that were unveiled at the 2015 fall conference barbeque in Monterey. Upon re-reading old CEAC Newsletters subsequent to the conference, I came across the January 1972 Newsletter prepared by Ed Hanna that noted the passing in November 1971 of the “senior CLOD” at the time, Edward von Geldern, Sutter County, and according to the CEAC roster, president in 1919–1920.

Following are excerpts from an article about Edward von Geldern titled “Story of an Unforgettable Character” originally written as a series of articles by Jessica Bird for the Appeal-Democrat Newspaper in 1976 and retold in the January 1984 Sutter County Historical Society News Bulletin, Vol. XXIII, Yuba City, California.

Edward von Geldern, the second of three sons of Otto and Matilda (Schield) von Geldern was born in San Francisco, January 27, 1887, where he also received his schooling. He attended the California School of Mechanical Arts with classes in architectural and engineering design at Mechanics Institute of San Francisco.

If his father had not been an engineer, Ed might have become an artist. When twelve years old, he was pictured in the San Francisco Examiner with a model he had made of the USS Iowa, which was then anchored in the bay. He had been on board the ship for only an hour. He went home and without so much as a picture for a guide, and using crude materials and tools, fashioned a detailed model so cleverly it won public interest. When he was thirteen, “Eddie” made similar models of locomotives and trolley cars. About this time his father began taking him on surveying trips and his interest turned to engineering. Yet he continued to make models even after he was established in business in Yuba City.

Immediately after the April 6, 1906, San Francisco earthquake, Otto von Geldern reopened his engineering office just outside the ruined section of the City. His partner was Professor Herman Kower of the University of California. Edward was then only nineteen, but was privileged to work with them as they designed and re-surveyed property lines for owners of many city lots in the burned area.

In June of 1907, young von Geldern was sent here (to Yuba City) by his father to survey a drainage system for a large area south of Marysville. In March of that year there had been a severe flood in the Yuba-Sutter area. In September, he was returned here (to Yuba City) by his father who was the consulting engineer for the Sutter County Levee District No. 1. Ed worked on the realignment, construction, and repairs to the levee. The population of the town had reached 1,150 and the citizens were beginning to discuss incorporation.

On December 7, 1907 Edward was granted License No. 582 as a Land Surveyor and by 1967 he had the



Edward von Geldern (continued)

distinction of holding a state land-surveying license for the longest period of any engineer still active in the profession in California. Although he was only twenty years old in 1907, he had already obtained an unusual amount of practical experience in the field.

In 1907 and 1908 Edward laid out and supervised construction of the first levee on the river bank opposite Live Oak, as assistant engineer for Reclamation District No. 777. In 1908 he was appointed engineer of Levee Districts Nos. 2 and 6 in Sutter County.

In 1909 he went into business for himself in Yuba City and opened his first office. Almost from the time of his arrival, Ed's home and office were located on Second St. He built his (then) present office structure in October 1922, designing it to fit the residential part of the community. (The present day von Geldern Engineering Company is still located on 2nd Street.)

In 1917, Edward was married to Marjorie Lane of San Francisco. The family included four children: Edward Jr., who lost his life in a 1959 traffic accident; Richard, who headed the engineering company for many years; Mrs. Marian Anderson; and Mrs. Frances Moore. There are ten grandchildren also.

Edward von Geldern shared as an engineer in the stirring battle of the Anti-Debris Association against illegal hydraulic mining in the mountains. In his structural practice he designed bridges, industrial and commercial buildings, rice drying and storage plants, and other structures. He was the design engineer on what are now landmarks of the area, including the Nicolaus Bridge, the Knights Landing Bridge, the Sutter County offices building and the Sutter County Library. He also worked on the remodeling of the Sutter County Courthouse, completed in 1964. He drew the original plans for the Sutter County Airport.

In horse and buggy days, all field work in surveying was done afoot after Old Dobbin had carried a crew to the site. Ed von Geldern used all means of transportation - horse drawn vehicles, automobiles, river boats and airplanes. In 1932-33, when he was in charge of building the balance draw bridge over the Sacramento River at Knight's Landing, he donned a deep-sea diver's outfit to inspect the under water work.

Photographing and surveying from the air was begun by Edward after he purchased a cub plane. Altogether he owned five larger planes, the last one he rented a plane when he needed one. Ed took his first flight in 1914 in an open model bi-plane. He got his own pilot's license when he was seventy years old.

Through the years, Edward was always involved in civic activities in Yuba City including designing and building floats for parades and celebrations, and designing scenery for and performing in the local theatre. He once produced a float that was a full sized replica of an old mule drawn street car. Edward always drew cartoons, posters and other works of art. His hand drawn Christmas greetings were prized possessions among his friends and associates.

In 1969, Edward was honored for his long affiliation with the County Engineers Association, during their annual conference. He also received awards from the American Society of Civil Engineers and in 1966 was presented with a lifetime membership to the society.

In 1971, at the age of 84, Edward von Geldern passed away after a lengthy illness.



Edward von Geldern (continued)

In gathering information for this article, I was able to talk to Edward's son, Richard von Geldern, on several occasions during April and May 2016. Richard (now 89 years of age) was able to not only verify much of what is presented, but also related a number of memorable stories and events in the life of his father such as the numerous Yuba City civic activities that Edward delighted in being involved with. Richard related that as Yuba City and Sutter County were quite small at the time, and that his father provided services to the County and the City while still operating his engineering business.

Richard also remembered how another CLOD, Clay Castleberry, during his many years in Sutter County, would often stop by their engineering office for coffee and friendly talks.



Edward von Geldern in later years and in 1905 as a student in San Francisco



Lloyd Aldrich - Sonoma County CEAC President 1920-21



Lloyd Aldrich was born on July 1, 1886 in Marion, Kansas, the son of Orrin and Emma Aldrich. He was orphaned at the age of 12. He went to live with a sister in Galesburg, Ill., attending schools in that city through high school. After graduation, he went to live with a brother in Meeker, Colorado, and became a cowboy on his brother's cattle ranch. While there, he met Theodore Roosevelt, who was on a mountain lion hunt, and was convinced by Mr. Roosevelt that he should become a civil engineer.

He later graduated from the University of Illinois with a degree in Civil Engineering. He paid his way through school by training range horses to be polo ponies.

He became a resident of Los Angeles in 1915. However, during his early engineering career he did engineering work for several California counties, including positions of Highway Engineer in Stanislaus and Fresno Counties and as County Engineer in Sonoma County. It was during his time with the Sonoma County that he served as **CEAC's 7th President** in 1920-21.

Also, during his early career he did consulting work for oil companies, governmental agencies and irrigation districts. He was a director for the California Bridge and Tunnel Co., which constructed the "Posey Tube", a vehicular tunnel under the Alameda Estuary.

He was made City Engineer of the City of Los Angeles in 1933 and remained in that position until retirement in 1955. During his term as City Engineer he directed the design and construction of the Hyperion Sewage Treatment Plant, which was recognized at that time by ASCE as one of the seven "Engineering Wonders of the U.S."

Aldrich became a member of the American Society of Civil Engineers in 1921 and a Fellow in 1959. In addition he had been a member of the National Highway Research Board, American Public Works Association, California Sewage and Industrial Waste Association, Los Angeles Metropolitan Transportation Board, as well as numerous other committees and groups.

Always keenly interested in local politics, in 1950 he ran for the office of Mayor of Los Angeles, but was defeated in his attempt.

Lloyd died on July 22, 1967 after a lengthy illness, at the age of 81.



Arthur E. Cowell - Merced County

CEAC President 1921-22



Arthur Emmett Cowell was born August 12, 1876 in Stanislaus County, California to parents Williston and Mary Ann (Myers) Cowell.

Mr. Cowell received his engineering degree in San Francisco and later studied architectural engineering at the University of Pennsylvania.

In 1902, he became engineer and (elected) surveyor for Merced County, where he remained until resigning in 1922 to devote full time to private practice. At this time he became supervisor for the West Side Highway construction projects. An article in the Building Engineering News on September 9, 1922 reported that Cowell had resigned the position of County Surveyor in Merced County to devote full time to the architectural firm of Mayo, Cowell and Bissel.

On May 19, 1903 he married Nellie Marzette Harrison at King City in Monterey County.

In King City, Arthur Cowell was known and remembered as the architect who designed the central unit of the King City grammar school on Pearl Street. He was also known as the builder of the road to the Pinnacles, starting at Bear Valley.

At various times in his career he performed work for the National Park Service in Utah and California.

Several newspaper articles during the period of 1927 to 1933 list Cowell as the City Engineer of Gustine.

Mr. Cowell was a member of the American Society of Civil Engineers, a 42-year member of the BPOE of Merced and a member of the Methodist Church of Sonoma.

A brief obituary found in the Press Democrat newspaper in Santa Rosa dated July 1, 1954 identified Arthur Cowell as a 10-year resident of Sonoma and as City Manager from 1938 to 1948.

Arthur Cowell passed away due to a heart attack on June 30, 1954 at age 77. He was buried at the King City Cemetery.

The information above came from several sources including: An obituary in the Press Democrat newspaper of Santa Rosa dated July 1, 1954; An obituary in the Oakland Tribune newspaper dated July 7, 1954; An obituary in "Find A Grave Memorial" at <http://www.findagrave.com/cgi-bin/fg.cgi?page=gr&GRid=23568120>; An article in the Building Engineering News dated September 9, 1922.



Drury DeWolf Butler - Sacramento County CEAC President 1922-23



Drury DeWolf Butler was born in White Rock, a small town about 6 miles south of Folsom on November 22, 1887. He graduated first in his high school class and earned a Civil Engineering degree from the University of California in 1903.

Upon graduation, Drury worked in engineering in Colorado, South America and California. He worked with Pacific Gas and Electric doing hydraulic engineering, and was assistant engineer for the Sacramento Southern Railroad.

Butler worked as Assistant County Surveyor from 1908 to 1911. He then went into private practice, working on several reclamation projects. He was appointed Sacramento County Surveyor in 1914 and was re-elected to that office numerous times until leaving office in 1935.

There were 38 bridges built by the County during Butler's tenure, many of which are still in use today. He had oversight of the Joseph Strauss bascule bridges built over the Sacramento River. He built the 12th Street Bridge and the Folsom Rainbow Bridge over the American River.

Drury joined ASCE in 1919 and was a founding member of the Sacramento Section in 1922. He was later chapter president. He served on many statewide committees and commissions that focused on the regulation of engineering standards and the California Vehicle Code. He was a strong advocate for the professional licensing of Civil Engineers.

Following his 20 years as County Surveyor, Butler returned to private practice and designed two subdivisions in the City of Sacramento. He also served as a consultant engineer and designer to the cities of North Sacramento, Galt, and Escalon. In that capacity, he designed water systems, sewage treatment plants and subdivisions as needed. He also surveyed mining claims, which is an art in itself.

In the Sacramento community he was a charter member of the Rotary Club, a member of the Chamber of Commerce and reached the Scottish Rite high honor of 33rd degree mason.

Drury Butler passed away in 1964.

[The above was taken from an article that appeared in a newsletter of the American Society of Civil Engineers, Sacramento Section.](#)



Charles Wesley Petit - Ventura County CEAC President 1923-24



Charles Wesley Petit was born in Ramey, Pennsylvania on July 8, 1881.

He came to Ventura County when he was one year old, often remarking that he was “almost a native”. He spent his childhood on the Oxnard plains farm of his father, Frank. Mr. Petit was a member of the 10th graduating class of Ventura High School in 1899 and later attended both the University of California at Berkeley and Cornell University.

Mr. Petit became a registered Civil Engineer and served as County Engineer in Ventura for 20 years from 1915 to 1935. He left county service to work for the U.S. Department of Agriculture’s Soil Conservation Service from which he retired in 1944.

He was later appointed to fill a vacancy in the Ventura City Council and was eventually elected Mayor by his fellow councilmen. He ended up serving as the Mayor of Ventura for 16 years from 1953 to 1969.

Mr. Petit passed away on January 22, 1973 in Ventura, California at the age of 91.



Ralph R. Arnold - Contra Costa County CEAC President 1924-25



The following is an excerpt is from the History of Contra Costa County as edited by F J Hulaniski, published by the Elms Publishing Co, Inc. in 1917.

Ralph R. Arnold was a native of Pennsylvania, and was born in Clearfield County on March 26, 1874. In 1877, his parents moved to Kansas, where he received his public school education.

Mr. Arnold began his independent career in Colorado, where he followed engineering and surveying. Since engaging in this vocation he has worked in California, Utah, Wyoming, and Nevada. During this time he established a record for honesty, reliability, and efficiency. (An article in the Oakland Tribune on January 4, 1926, quoted a number of Contra Costa County officials as to where there were 25 years previously. Mr. Arnold said "I was a mining engineer at the time, spending most of my time in Reno, Nevada and Cripple Creek, Colorado".)

In April 1913, he came to Martinez, Contra Costa County, where he was met with gratifying success. He was chosen by the people of his county as County Surveyor in the fall of 1914, and the voters of the county can rest assured that Mr. Arnold will conduct his office along the approved and businesslike lines. He was united in marriage to Miss Winifred Stuart on October 3, 1907.

He continued to serve as County Surveyor, as well as County Engineer, until his retirement on January 1, 1939 after nearly a quarter century in the office. It was his choice not to run again for the elected position of County Surveyor. He continued to be active in civic matters and his church after retirement.

Mr. Arnold was featured in an article that appeared in the October 1923 issue of "Popular Science Monthly", which has some interesting quotes and outlooks on engineering of that time. A portion of the article is included below.

"THE WORLD NEEDS ENGINEERS - and is willing to reward them with honors, fame and money."

When Ralph R. Arnold says the "the world needs engineers," it means something. For Ralph R. Arnold is County Engineer of Contra Costa County, California, and builder of the famous Franklin Canyon Road.

"Engineers are in demand," said Mr. Arnold the other day. "It is getting harder and harder to get trained men."

"Very often, when a board of directors discusses the necessity of having some engineering work done, it is not a question of expense, but where can we find the man?"

"Too many young men simply drift along in some routine work that doesn't interest them. Every man ought to soberly face the facts, and ask himself... 'Do I want to make this my life's work?'"



Ralph R. Arnold (continued)

"If there is any formula for success it is this: Decide early in life what you are going to be. Study every angle of that business or profession. Get into the business in a practical way as soon as possible. Then 'work like the dickens' and continue studying."

"Maybe I lay too much emphasis on study, but I don't think so. The hours I spent at home studying my I.C.S. course meant so much to me that I'm naturally enthusiastic. With present day facilities for studying by correspondence, there is absolutely no excuse for a man not being a success. Why, even today, I refer to my old I.C.S. instruction papers several times a week on some particular problem. That shows how practical they are!"

Mr. Ralph R. Arnold is only one of thousands upon thousands of men and women who have started from nothing and won their way to the high places by sheer grit and spare-time study.

The article goes on to say how International Correspondence Schools prepare men and women for bigger jobs and larger salaries in more than 300 lines of work. While I.C.S. operates today, the programs offered are quite scaled back from what existed in the early 20th century due to many other alternatives for education.



Ralph R. Arnold (hand on car) on a jobsite



Ernest R. Childs - San Diego County CEAC President 1925-26 and 1937-38



Ernest R. Childs was born in Minnesota on July 7, 1875 to parents Franklyn and Frances Childs.

He graduated from the University of California at Berkeley in 1901 with a Bachelor of Science Degree in Mining Engineering.

Ernest met and married Mattie Borwell of San Diego on December 21, 1903. They had a daughter, Ruth.

Ernest worked with the U.S. Reclamation Service from 1901 to 1905. He then became the Assistant City Engineer for the City of San Diego in 1905 and served in that capacity until 1918.

Immediately after World War I, from 1919 through 1922, he worked on the construction of the U.S. Marine barracks, the naval hospital and a training station in San Diego.

In 1923, Ernest was elected the San Diego County Surveyor, a position he held from 1923 to 1946. He served in the dual capacity of County Surveyor and Road Commissioner from 1935 to 1946.

Ernest was a Captain in the U.S. Engineers Corps and also Captain in the Engineers Reserves Corps. He was a member of the American Association of Engineers (serving as Treasurer), the American Legion, the United Vets of the Republic, San Diego Chamber of Commerce, the Minnesota State Society Reserve Officers Association of Military Engineers, the Elks, the Masons and other organizations.

Most of the above information was located in the 1928-29 edition of "Who's Who In California, a Biographical Directory", pages 445 and 446.

The information about his work as San Diego County Surveyor and Road Commissioner was taken from a "Decade by Decade History" on the San Diego County Department of Public Works website.



John L. McBride - Orange County

CEAC President 1926-27



John L. McBride (1886-1962) a California native, served the residents of Santa Ana in several appointed and elected positions, including the Board of Education, City Council and City Engineer as well as serving as the Orange County Surveyor.

McBride was an elected Orange County Surveyor from 1911 to 1921. During that time, his work also included managing the county's construction of 40.8 miles of permanent concrete paving and many miles of asphaltic concrete.

According to historian, Charles Swanner, John McBride commanded Orange County's Company F, Ninth Infantry, National Guard during Mexican Border trouble from June through October in 1916. Swanner recites that the "boys from Santa Ana served creditably".

During McBride's tenure in Orange County, Ben Blow, Manager of the Good Roads Bureau of the California State Automobile Association described the county's 160.9 miles of roadways as "paved up to 22 feet in width, where traffic justifies...for a splendid system". He further stated "the county system now links every town in the county to every other town".

Also during his tenure, the Board of Supervisors commissioned McBride to perform a route survey of the coast within Orange County to be "laid out along purely scenic lines following the curve of the coast, disclosing a continuous panorama of splendid views."

Backed by well defined public sentiment, the men of Orange County at that time "had one object in mind, to make of Orange County the banner county of good roads in California". This coastal road was completed as a State Highway in 1926.

McBride served as President of the County Engineers Association in 1926-27. He also served as Santa Ana City Engineer and concurrently served several terms on the City Council, concluding in 1956.

[This information regarding J.L. McBride was compiled by Carl Nelson, former Orange County Surveyor, and Charles Beal, Orange County Surveyor's Office](#)





Harry H. Hume - Butte County CEAC President 1927-28



Harry Harlan Hume was born in Cohasset, Butte County, CA on September 16, 1886, son of Mary Jane and Ira Hume. He grew up in Butte County attending Butte County Grade School and Chico High School before continuing his education at California College and the University of Southern California.

After college he worked in civil engineering for the Southern Pacific and Western Pacific Railways, Oregon Short Line Railroad, the Sacramento Northern Railway, and as construction superintendent for Lynch-Cannon Engineering Company.

He enlisted in the U.S. Army in 1917 and served in France during World War I working with the 23rd Engineers on highway and railway projects and achieving the rank of Sergeant. He returned to the U.S. following the war and was discharged in 1919.

Hume became the [County Engineer in Butte County](#) in 1920 and served in that capacity until 1929. In 1929 he was appointed to the position of [Chico City Manager](#) and continued in that position for 21 years until his retirement in July 1949.

[Not only was he President of the County Engineers Association of California, but in 1947 he served as President of the City Manager's Department of the League of California Cities.](#)

Following his retirement from the City of Chico, Hume became a supervisor for the Butte Creek Rock Company.

He was a member of numerous organizations including: Chico Lodge F.& M.A., Josephine Chapter O.E.S., Chico Chapter R.A.M., Modern Woodmen of America, and Chico Post 17 of the American Legion.

In his spare time, Hume enjoyed deer and pheasant hunting, trout fishing, camping and auto travel.

Harry Hume passed away on January 19, 1973 and is buried in a family plot in the Cohasset Cemetery.



Alexander C. Fulmor - Riverside County CEAC President 1928-29 & 1935-36



Alexander C. Fulmor was born in Eel River Island, Humboldt County, on August 27, 1876.

He came to Riverside County in 1905 at the age of 28 to join the office of County Surveyor, George Pearson, whom he succeeded in 1914. He retired from that post in January 1946 after serving eight terms (32 years). He was one of just three men to hold that elective office. Pearson having been the original holder when the county was formed in 1893 and Ada Clinton "A.C." Keith who succeeded Fulmor. A.C. Keith also served as CEAC President in 1955-56.

As a private surveyor, he laid out roads up Mt. Rubidoux, opened in 1907. He also designed the picturesque entrance road to the City of Riverside at that time around the north end of Mt. Rubidoux, now known as Buena Vista Drive.

As County surveyor, Fulmor designed several especially prominent roads in addition to many less spectacular. Among them were the Hemet-Idyllwild, Banning-Idyllwild, and Palms-to-Pines roads, which together make up a network which made possible modern automotive access to the San Jacinto and Santa Rosa Mountains, replacing primitive lumbering roads. With an engineering representative from Orange County, he designed the Ortega Highway, crossing the Santa Ana Mountains from Lake Elsinore into Orange County.

Mr. Fulmor was one of the initial members of the Riverside County Planning Commission serving for 28 years starting in 1928, and was its chairman for 10 of those years. He is remembered as designer of the county's best scenic roads and is the namesake for Lake Fulmor.

A.C. Fulmor passed away June 2, 1965 in Riverside at the age of 88.

[This information came from a summary of the history of the Riverside County Transportation Department as found through internet search.](#)



Christopher Peter Jensen - Fresno County CEAC President 1929-30



Christopher Jensen was born in Somersville, Ca. in 1873. Somersville was a small mercury mining town in eastern Contra Costa County, in the hills between the towns of Pittsburg and Antioch. He moved to Fresno with his family in 1877 where he attended local schools, eventually earning a degree from an engineering school in San Francisco.

From 1901 to 1904, Jensen worked for the Madera Sugar Pine Lumber Company, building small gauge railways and flumes to transport lumber from the east county forests to the saw mill in Madera. This work led to his next position as Chief Engineer for the Fresno Traction Company (electric street cars) from 1904 to 1908. In 1908, Jensen went to work as an engineer with the City of Fresno, also providing consulting services for various valley towns. In 1919, Jensen was elected to the position of Fresno County Surveyor and Engineer, a position he would win in the next four elections.

He was a formidable figure in the early days of motorized transportation in Fresno County. As county surveyor and chief road builder, Jensen led a long court fight against the patented paving interests, scoring a win for Fresno County and eliminating the paying of high royalties for highway pavement. He developed the Jensenite paving process, which was widely used and eliminated the payment of royalties to private paving concerns, saving taxpayers hundreds of thousands of dollars in various sections of Fresno County roads.

Jensen directed the reconstruction of Tollhouse grade, the General Grant highway, and supervised the reconstructed many bridges which had been previously built to support only the weight of horse and wagon. He reinstituted the roadway construction bidding process, which helped eliminate "sweetheart deals" in the county.

Jensen was also a High Priest in the Royal Arch Masons No. 69, Commander of Knights Templar No. 29, Member of Tehran Shrine, Past President of the Fresno Exchange Club, Past President of the Fresno Engineers Club, a member of the American Society of Civil Engineers, and a member of the Association of Asphalt Paving Technologists.

Jensen passed away in 1937.

The above information came from a summary of Masons affiliated with the Las Palmas Lodge in Fresno at http://www.lpp366.org/LPP/Pm_files/Masters.html



Howard L. Way - San Bernardino County CEAC President 1930-31 and 1931-32



Howard Lambert Way was born in Beaver City, Nebraska on Feb. 25, 1887. Coming to California at an early age, he attended schools in Whittier (where his father was constable for many years) and was an alumnus of the University of California. He maintained a private engineering practice in Spokane, Washington, from 1910 to 1912, and was an engineer with the Atlas Mining Co. in the Yukon Territory from 1912 to 1915.

Mr. Way entered service with the County of San Bernardino in 1915 as Deputy County Surveyor. He became acting County Surveyor in 1924 and was elected to that post in 1926, and was repeatedly re-elected to that post until ill health necessitated his retirement on March 1, 1952, six weeks before his death.

He also held the responsible and demanding post of County Highway Commissioner from 1937 until his retirement. In addition, he was the Chief Engineer for the County Flood Control District, appointed first in 1939, when that District came into being.

When he entered County service in 1915, the Highway Department had practically no motorized equipment. Way was a leader in modernizing the Department and watched the Department grow until the County's highway system stretched to 3,700 miles. He was instrumental in setting up a central garage and machine shop and a dozen branch maintenance stations to insure that County roads received the best of service. He established an extensive cost accounting system to keep track of funding and expenditures.

In addition to serving as CEAC President, Mr. Way was Chairman of the California State Chamber of Commerce Highway Committee and also was a member of the nationwide Board of Highway Consultants of the Federal Bureau of Public Roads. He was serving as Vice President of the American Association of Road Builders at the time of his death.

[This information was obtained from San Bernardino County Flood Control District files.](#)



Rodney E. Messner - Marin County

CEAC President 1932-33



Rodney Messner was born in 1892 in Geyserville, Sonoma County. At the tender age of on 16 he moved to San Rafael where he studied and later undertook the practice of engineering. For a time he was employed in the construction of the Alpine Dam and then entered the engineering department of the Northwestern Pacific Railroad Company.

He later joined the engineering division at the State Division of Highways where he supervised, as resident engineer, the building of the original state highway from Waldo Point to Sausalito.

An opportunity came in 1926 to run for and be elected to the position of County Surveyor for Marin County, a position he held until his untimely death in August of 1941 at the very young age of 49.

His first years of work as County Surveyor were most difficult as he came into office at the time a bond issue in the amount of \$1,500,000 (quite large at the time) had been voted in, and it was his responsibility to carry out the engineering features of this work. The bond project work included the Sir Francis Drake Highway and other roads in and about Novato and Pt. Reyes. Later work included the study and improvement of Whites Hill Road.

His obituary recalled that "Mr. Messner had given efficient and faithful service in his 27 years of public service. He was a man of high type, thorough in his work as County Surveyor, and was admired for his faithful devotion to a stricken wife. Falling under heavy strain, Mr. Messner was taken to the hospital suffering from a dangerous abdominal infection. His condition was too serious for physicians to attempt an operation...He lingered for six days, with doctors and nurses working over him, but to no avail, and the patient who but a short time previously was active about his work, breathed his last".

The above was taken from obituaries published in the Marin Journal and the Sausalito News on August 14, 1941.



Howard F. Cozzens - Monterey County CEAC President 1933-34



In Memoriam

Howard F. Cozzens, retired Monterey County Road Commissioner and Surveyor, passed away at the age of 76 in the family home in Salinas, July 28, 1963, after some three years of failing health. Surviving are his widow, Alice Quilty Cozzens, one son, Paul F. Cozzens of Watsonville, four brothers and four grandchildren.

Howard had a long and fruitful career as a public servant, having been elected County Surveyor for Monterey County in 1914, appointed Superintendent of Highways in 1919, and in 1946 became the County's first Road Commissioner.

In addition to filling the above positions, he engineered numerous flood control and water resources projects for the County, as well as serving as City Engineer for Salinas, King City and Carmel.

As evidence of his foresight, in 1928 he designed and built the first 24 foot wide 2-lane highways in California, Salinas to Monterey and Salinas to Watsonville..

In addition to being a Past President of the County Engineers Association of California, he was a member of the American Society of Civil Engineers, Past Exalted Ruler of Salinas Lodge No. 614 BPO Elks, a member of Salinas Rotary Club, and a member of the California State Water Resources Board..

A great man, greatly to be missed, not only in his home community, but throughout the State of California.

This 'In Memoriam' article was taken from the September 1963 CEAC Newsletter, Bob Glenn Editor.



Julius B. Manthey - San Joaquin County

CEAC President 1934-35



To date (Nov. 4, 2017), limited information has been located about Julius Manthey. Still researching for additional material. Photo above from the Stockton Daily Evening Record newspaper dated February 21, 1933.

Julius served in the army during World War I.

Julius is listed as a senior at the University of California at Berkeley in 1919, and a member of the Tau Beta Pi fraternity.

He began work for San Joaquin County in 1919. At some point in time he became the Chief Deputy County Engineer, the position in which he was serving prior to his appointment as County Engineer on August 12, 1929 to replace Fred E. Smith who had died the prior week. (Per article in the Oakland Tribune of August 13, 1929)

Articles in numerous newspapers including the Oakland Tribune, the Petaluma–Argus Courier and the Press Democrat, refer to Manthey as the County Engineer between 1929 and 1957.

Manthey held California C.E. License No. 154.

Note: He was elected CEAC President on May 25, 1934 per an article in the Santa Cruz Evening News.

Note: An article in the Oakland Tribune on March 9, 1935 stated that A.C. Fulmor was elected CEAC President. Thus, Manthey served as CEAC President from May 1934 until March 1935. From these and other articles about CEAC in the early years, the annual meetings, at which officers were elected, were held at various times during the year and not as regimented in the fall time period as has been the case for the more recent history.





Jesse A. Bumgarner - Butte County

CEAC President 1936-37



Jesse Adams Bumgarner attended Stanford University in the 1906 to 1908 time period and graduated with a degree in Electrical Engineering. At the university, he was a member of the Acacia Fraternity, Beth Chapter.

Following graduation, Jesse worked for the Great Western Power Company for a number of years in the construction department for the company's projects along the Feather River, several years of which were as the superintendent of construction. He was in charge of the construction of the company's Big Meadows Dam.

On December 20, 1911, he married Elsie Bidwell.

Mr. Bumgarner commenced work with Butte County in 1919 as Assistant Road Engineer and continued in that capacity until he was named County Engineer to succeed H. H. Hume on January 12, 1929, who had resigned to become the City Manager of Chico. (Note: Harry Harlan Hume served as CEAC President in 1927-28. See separate bio.).

He then served as the Butte County Engineer and Surveyor until 1943.

The above information came from various sources including: The Acacia Journal; Plumas Star newspaper dated December 22, 1911; Plumas Independent newspaper dated January 17, 1929; Court Case of Hopkins vs. Black, Civ. 9064, in which Bumgarner was a witness, decided May 9, 1957.



Edwin A. Fairbairn - Sacramento County CEAC President 1938-39



Edwin Fairbairn, a native Sacramentan, attended Sacramento High School, Sacramento Junior College (now known as Sacramento City College) and Stanford University, where he graduated in 1929, Cum Laude, with a Bachelor of Science Degree in Civil Engineering.

Edwin served as the Sacramento County Engineer from 1936 to 1948 before moving on to the City of Sacramento.

Ed joined the City of Sacramento staff in 1948 as Assistant City Engineer, promoting to City Engineer in 1952, and eventually becoming Sacramento's ninth City Manager on July 1, 1964 and served in this capacity through 1968.

As City Engineer and City Manager, he took the lead in designing and promoting, through bond issues, many big projects, including the J Street subway at the entrance to California State University Sacramento, the Howe Avenue Bridge, the sewage treatment plant in South Land Park, and many drainage and flood control projects.

Among Ed's many outstanding accomplishments during his years of City service were the water rights contract he negotiated with the Bureau of Reclamation, which secured the City's future water supply and his role in the design and construction of the American River Water Treatment Plant which opened in 1963 and was named in his honor October 20, 1987.

Edwin Fairbairn passed away on January 4, 1990 in Sacramento at the age of 85.



Photo above as County/City Engineer.

Photo at left as Sacramento City Manager.



Owen H. O'Neill - Santa Barbara County CEAC President 1939 - 40



Following are excerpts from an article by Michael Redmon that appeared in the 'Santa Barbara Independent' newspaper on August 3, 2011.

Owen Hugh O'Neill was born in 1873 in La Graciosa, the first settlement in the Santa Maria Valley, near and south of the present day Guadalupe.

[Note: His father was a native of Ireland and a graduate of the University of Dublin. He became embroiled in a rebellion against English rule and was sentenced to a penal colony in Tasmania. He escaped and made his way to the U.S., where he served in the army in the mid-1850s. He later taught school in Northern California and earned a medical degree.]

The family eventually moved to Santa Barbara where O'Neill took a variety of jobs to assist the family including ranch hand, postal clerk, and typesetter for the local Santa Barbara Herald newspaper.

In 1902, he went to Mexico where he worked on a rubber plantation. For about eight years, O'Neill spent time back and forth between Mexico and Santa Barbara. In 1904, while on duty with the Naval Militia of Santa Barbara, he lost the sight of one eye when a trainee's rifle loaded with blanks discharged into his face. One of his main jobs during his time in Mexico was as foreman for a copper mining company. The outbreak of revolution in 1910 caused him to return to the U.S. While in Acapulco, however, he met his future spouse, Zaida Frisbie, and they married in Benson, Arizona in 1910.

The couple moved back to Santa Barbara in 1912 where they, over time, raised a family of twelve children. It was here that he began working for the county engineer in Santa Barbara. In 1915, O'Neill ran for the position of County Surveyor and won, defeating his friend and longtime incumbent for the job. O'Neill held this position until 1946 when he retired. Following retirement, he ran for and was elected to the Santa Barbara City Council and served in that position until 1949.

He was a man deeply involved in civic affairs during his career. He help found the Old Spanish Days Fiesta in 1924. In 1939, he acted as editor for the preparation of the "History of Santa, Barbara County, State of California: Its People and Its Resources," a book of more than 900 hundred pages that remains a work of major importance on the history of the area.



Burnett Hamilton - Alameda County

CEAC President 1940-41



Burnett Hamilton was a member of an early pioneer Sonoma County family, being a descendant of the Woodworth family. His father was the late Dr. Jesse Hamilton, pioneer rancher of Santa Rosa.

Hamilton, former Alameda county surveyor and engineer, died at his home on February 7, 1946 at the age of 58, after a long period (nearly 6 years) of ill health. He was a native of San Francisco and graduated from the University of California in 1911.

Prior to entering public office, Hamilton served with the engineering firm of Daniels and Wilhelm in San Francisco. While with this firm he subdivided the Haddon Hill district in Oakland, the Thousand Oaks district in Berkeley and the Marina and Forest Hill districts in San Francisco. He also worked on mining projects in the Mother Lode country.

Hamilton accepted his first public position in 1917, when he became assistant engineer for the City of Alameda and in 1921 was made City engineer, serving in that capacity for 12 years. He was then appointed surveyor and engineer for Alameda County in 1933, a position he filled until December, 1942, when he retired on account of ill health.

He did, however, then resume his private engineering practice as consulting engineer and as specialist on road construction.

During his 30 years of public and private service he had engineered many large scale construction and subdivision projects on both side of the San Francisco bay. These included both design and construction of the High and Park Street bridges across the estuary at Alameda.

Wallace B. Boggs, Alameda County Surveyor at the time of Hamilton's death (and a subsequent CEAC President in 1948-49), described Hamilton as an "excellent engineer and an outstanding public servant, whose death is a severe loss to the community."

[This information was taken from obituaries that appeared in the Oakland Tribune on February 8, 1946 and the Santa Rosa Press Democrat on February 13, 1946.](#)



Alfred Jones - Los Angeles County CEAC President 1941-42



Alfred Jones graduated from Purdue University.

He began work with Los Angeles County in 1912 as a map checker.

He was appointed County Surveyor in December 1934, and the duties of County Engineer were added to his responsibilities in September of 1937. He was highly thought of by County officials who honored him at a banquet in 1937, recognizing his 25 years of service to the County up to that date.

Jones continued as County Surveyor and Engineer until his retirement after a total of 35 years on or about October 31, 1947. He was honored by the Board of Supervisors in a special session on the eve of his retirement.

Alfred Jones passed away on December 19, 1951 at the age of 74 and is buried at the Forest Lawn cemetery in Los Angeles.

Besides holding the positions of County Surveyor and Engineer, he was a past President of the Los Angeles section of the American Society of Civil Engineers, ex-officio member of the County Regional Planning Commission, Secretary of the County Assessment Relief Committee and Contract Officer for Los Angeles County on W.P.A. work relief projects and of course past President of the County Engineers Association of California.

The above information was located in news articles in the Los Angeles Times on July 18, 1937, September 29, 1937, October 29, 1947, and December 19, 1951 and from the Covina Argus (Covina, CA) on De-



Surveyor Alfred Jones explains to Beverly Hoyt the installation of a wooden manhole cover. About 1942. (Wood used due to apparent wartime shortage of steel and iron).



Frank E. Kelly - Humboldt County

CEAC President 1942-43



The following is an editorial that appeared in the Times Standard newspaper in Eureka, California on October 2, 1952. It not only reflects on Frank Kelly as County Surveyor, but also on the importance and value of the surveying and engineering professions.

For Services Rendered

Among the various offices that combine to make up the county government few, if any are more important than that of county surveyor. This has been true since early times here in America, as successive generations carved out new frontiers, one after another, setting up new local westward advance. Prominent, indeed, are the names of old time surveyors and engineers on the records of historic, yellowing documents in virtually every county of every state attesting the importance of the office and the integrity of the men who served in the offices.

It is not an office with which the general public has a great deal of business, for most of its work is done, not over counters and within the confines of county office buildings, but in the open country. By the same token, the county surveyor, or engineer, perhaps is not so widely known as in the case of other county officials, by virtue of the fact that he must spend a large amount of his time in the field.

But the office is no less important today than it was in the times when political subdivisions were first laid out and counties first went into the business of defining boundaries, laying out roads, building bridges, constructing county buildings and other installations and otherwise performing the function of service to the local public. Upon the advice, the recommendations, the estimates and most important, the judgment of the county engineer, the governing boards of supervisors or commissioners make their decisions, and upon these decisions depends much of the welfare of the county.

Thus, it goes almost without saying that the man who serves in the office of county surveyor must be a man of proven ability, of sound judgment and of unquestioned integrity.

Here in Humboldt County, this prescription of a county surveyor has, indeed, been filled to the letter for the last quarter of a century by a man who has served in that office continuously over that period of time. To Humboldt people, similarly, he needs slight introduction, for through the years the people of the county have come to know well his judgment and his integrity. The man, of course, is Frank E. Kelly, who has headed the



Frank E. Kelly (continued)

county surveyor's office since 1927.

First appointed to the office in 1926, as a deputy, Kelly was elected county surveyor in 1927. At each successive election since that time he has been re-elected but the public, in popular acknowledgment of his service and in recognition of his integrity. During the years, other associates in the county government have come and gone, but Kelly has remained in the county surveyor's office as a familiar, seemingly permanent figure.

In view of this long record of service, it has come as a surprise indeed to Humboldt people a few days ago when Kelly submitted his resignation to the Board of Supervisors, stating that he has found it necessary to retire from public life to private practice. And the regret expressed by members of the board at the resignation will be echoed among the Humboldt citizenry as a whole, who have good reason to feel that they are losing public servant who has served well and faithfully, with never the slightest criticism or question as to the conduct of his office or of his own administration of the office.

Frank Kelly represents, indeed, the finest type of public servant, fulfilling all the requirements of ability, of judgment, of integrity and of never-failing courtesy to all who had business with him or with his office. His departure from public office will be deeply felt, a feeling, in turn, that prompts and expression of best wishes for continued success in his private life.

[This additional information was taken from an editorial that appeared in Eureka's Times Standard Newspaper on November 24, 1953, following his death at age 69.](#)

Frank Kelly was born near Bayside in Humboldt County and it was here in his homeland that he lived his entire life among the friends and acquaintances he had known from boyhood. And it was here in his beloved Humboldt County, likewise, that he made his entire career and, in so doing, won the friendship and commendations of the local citizenry he served so well for so many years.

He was a civil engineer by profession, and was first elected to the office of county surveyor in the year 1927 after first serving as a deputy in the same office. At every election between 1927 and 1950 he was re-elected to the office, with each successive election confirming his continuous record of fine and outstanding service. By his own volition he retired in September, 1952.

Aside from his professional life, Kelly found time to take part in numerous local community and county activities, and was a familiar figure in fraternal and civic life.





T. Wayne Switzer - Tulare County

CEAC President 1943-44



Back in the early days, when Tulare County was only sparsely settled, U. Daniel Switzer, then in his youth, located near Visalia. He grew to manhood and was married to Miss Sarah Elizabeth Frans, and T. Wayne Switzer was one of their children.

T. Wayne Switzer was born near Visalia. After completing high school he entered the Polytechnic College of Oakland, California, as a student. In 1914 he graduated as a civil and structural engineer. For the first year after leaving college he was employed in architectural work in San Francisco. He was then associated with H. H. Holly in irrigation research until September, 1917, when he enlisted in the U.S. Army Engineers. His regiment was ordered to France, where it took part in the engagements in Flanders, the Argonne and at St. Mihiel. After twenty-one months of active service he was discharged in the spring of 1919, being mustered out of military service in San Francisco.

Upon being discharged from the army he was employed by the Los Angeles Gas and Electric Company for about six months. He then returned to Visalia, and in September 1919, he was appointed assistant county surveyor of Tulare County. An article in the Los Angeles Times dated April 3, 1929 stated that Switzer, who had been Chief Deputy Surveyor for the last nine years, had resigned his post to take over a life insurance agency serving Kings and Tulare counties.

Switzer's departure, however, was apparently short lived, as he is identified in numerous news articles in the Fresno Bee and the Los Angeles Times as being County Surveyor as early as December 1929 and as late as 1953. Some of the later articles, beginning around 1950, identified Switzer as County Road Commissioner as well. The date of his retirement from Tulare County is unknown at this time.

Mr. Switzer was happily married to Miss Winifred Heath of Pennsylvania, and made their home in Visalia. Mr. Switzer was a republican, a member of the Benevolent Protective Order of Elks, the American Association of Engineers, the American Association of Road Builders, the Forty and Eight, and the American Legion. He was active in Boy Scout work and was the Scout Commissioner for Tulare County.

Mr. Switzer passed away in August 1983 at the age of 89.

The above information was taken from a 'History of Tulare and Kings County, California' and from numerous newspaper articles in the Fresno Bee and the Los Angeles Times newspapers.



Albert F. Parrott - Siskiyou County CEAC President 1944-45

Albert Francis Parrott was born on February 1, 1887 at Ft. Jones, the son of pioneer parents, Charles Booth Parrott and Mary Rose (Meamber) Parrott.

He married Myrtle Adelia Hathaway on December 30, 1918.

Albert was a mining engineer and surveyor by profession. He served as County Surveyor for Siskiyou County a total of 35 years from 1923 until his retirement in 1958.

Mr. Parrott was active in civic and fraternal affairs. He was a past master of the Evening Star Chapter of the Masonic Lodge in Etna, past President of the Fraternal Order of Eagles in Dunsmuir, President of the County Engineers Association of California. He was also a member of the Yreka United Methodist Church.

Albert passed away October 10, 1970, at age 83, following a long illness and is buried in the Evergreen Cemetery in Yreka, California.

At the time of his passing, he was survived by his spouse, four daughters, one son, nine grandchildren and one great grandchild.

[Interesting Fact: In 1960, Albert Parrott testified at the Third District Court of Appeals as an expert surveyor for the defense in a property boundary dispute appeal case in Siskiyou County. An expert witness surveyor testified for the plaintiff in the case by the name of Jesse Bumgarner. Jesse was also a past CEAC President in 1936-37. The defense prevailed in the case. Both men were retired from public service at the time.]

Information obtained from obituary in Medford Tribune newspaper dated Oct. 1970 and through internet search.



August J. Hoever - Glenn County

CEAC President 1945-46



To date (November 30, 2017) limited information has been located for August Hoever. Continuing to search.

August J. Hoever was born November 24, 1893 to parents John H. and Anne Billion Hoever.

He attended and graduated from Stanford University around 1919 or 1920. While at Stanford he was a key member of the Stanford baseball team as a pitcher. Newspaper accounts of games identify him as “Big” Gus Hoever.

The San Bernardino Sun newspaper of February 18, 1932 identifies him as the Glenn County surveyor in a listing of those engineers and surveyors attending the annual meeting of the County Engineers Association in San Bernardino..

A 1949 road map of Glenn County lists Hoever as the County Surveyor.

A 1955 map of Glenn County was prepared by August Hoever, County Surveyor.

He had a son, August J. Hoever, Jr., who operated a surveying business in Willows for many years.

August Hoever passed away in July 1974 at the age of 80 in Willows, California where he had apparently lived for his entire life.



President

George D. Macomber - Stanislaus County CEAC President 1946-47



To date (Nov. 4, 2017), limited information has been located about George Macomber, most coming from news clippings found in the Modesto News-Herald and the Oakland Tribune. Still researching for additional material.

George Macomber is listed as the City Engineer for the City of Oakdale, California in numerous news articles between January 1927 and December 1930.

During the same period he apparently served on the Oakdale High School Board of Trustees, serving at least two years as President of the Board.

He resigned from the school board when he was elected to the position of County Surveyor for Stanislaus County in an election in November 1930. He defeated the incumbent County Surveyor in the election.

Macomber began as Stanislaus County Surveyor in January 1931.

In March 1931, Macomber was named chairman of the bridge committee for the State County Engineers Association.

Newspaper articles between 1931 and 1951 identify him as both County Surveyor and County Engineer.



George Macomber



W. K. Hillyard - Orange County

CEAC President 1947-48



Warren K. Hillyard was born at Mount Union, Henry County, Iowa on September 27, 1885 to parents Lewis and Sarah Jane (Kenyon) Hillyard. His mother passed away in 1899 and in 1900 his father came to Orange County, California, where he engaged in ranching in Tustin until his death in 1928.

Warren Hillyard pursued his education in the public schools of Santa Ana, California, and following his graduation from high school entered the University of California at Berkeley, which institution conferred upon him the Bachelor of Science in Engineering in 1911.

Subsequently he spent three years in Mexico where he was engaged in irrigation work for the Culiacan Land Company.

On returning to Orange County, he was appointed chief deputy county surveyor and thus served for three years, while from 1915 until 1917 he was engaged in "pebble mining" in Nevada.

When the United States became involved in World War I, Mr. Hillyard enlisted for service. He was in training at Camp Lee, Virginia, and Camp Meade, Maryland, and was given a commission as first lieutenant and assigned to the Twenty-seventh Engineers, a mining regiment. For a period of seven months he served overseas with the First Army, being first involved in mining work in France and later building bridges after the retreating German forces. He was honorably discharged at Camp Kearney, California.

Mr. Hillyard then served as chief deputy in the Orange County Surveyor's Office from 1919 until 1921, when he was appointed as surveyor to fill out the unexpired term of J. L. McBride (CEAC President in 1926-27), who had resigned. In 1922, he was elected to that office, and was subsequently re-elected numerous times. Mr. Hillyard retired as County Surveyor in 1955 after serving the County for a total of 39 years. He passed away at the age of 79 on January 12, 1965.

Interesting Facts: (1) The 1905 Santa Ana High School baseball team went undefeated and won the Southern California Interscholastic Championship with Hillyard playing shortstop. During the season, the team was held to a 15-inning, 0-0 tie by future Hall of Fame pitcher, Walter Johnson. (2) CEAC President J. L. McBride and Hillyard were classmates at Santa Ana High School.

Much of the above information was taken from a collection of Orange County biographies found at <http://freepages.genealogy.rootsweb.ancestry.com/~npmelton/orbhill.htm>.

Also, obituary information is from L.A. Times newspaper of January 13, 1965. Baseball fact is from Santa Ana Register newspaper of November 22, 1939.



Wallace B. Boggs - Alameda County CEAC President 1948-49



Wallace B. Boggs, a native of Napa, was the son of a pioneer Californian, the late Jefferson Davis Boggs, a teacher. His paternal great-grandfather was Gov. William Boggs of Missouri, a member of the Donner Party.

He entered county service in 1912 and played an important part in the construction of the Posey Tube, the Broadway low-level tunnel and the San Pablo Dam.

During World War I, he served as a second lieutenant with the U.S. Army Engineers in France and Germany.

Following World War I, Boggs became chief assistant in the Alameda County Surveyor's Office. In 1932 he was advanced to chief engineer on the Broadway low-level tunnel project.

He left county service in 1938 to become a consulting engineer in Oakland. In 1943 he ran for the office of Alameda County Surveyor and was elected. He continued in this office until his retirement on or about August 1, 1956. At retirement he was also the County's Road Commissioner. His retirement had been advised by his physician.

In addition to serving as President of CEAC, Mr. Boggs served as chairman of the highway advisory committee of the State Supervisor's Association, and was President of the East Bay Engineers Club. He was a member of the Alameda County Highway Advisory Committee, the California Major Highway Development Committee, the American Society of Civil Engineers, the American Concrete Institute, the American Public Works Association, the Institute of Transportation and Traffic Engineering and the Highway Research Board.

He also belonged to the Oakland Rotary Club, Oakland Post 5 of the American Legion, and the Veterans of Foreign Wars.

Wallace Boggs passed away November 6, 1956 at age 65. He was survived by his spouse, Hazel.

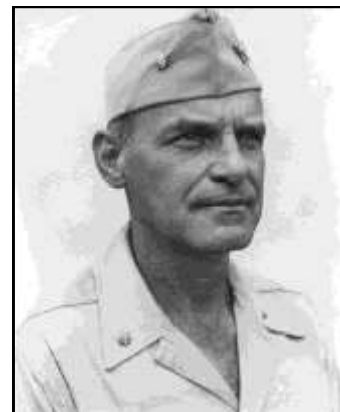
[The above information was taken from an August 1, 1956 newspaper article in the Oakland Tribune upon his retirement and from a November 7, 1956 article upon his death.](#)

[Photo on left is from Oakland Tribune July 20, 1949.](#)



Robert Laurence Ryan - Ventura County CEAC President 1949-50

(Note: Photo of Ryan on left is from the 1919-20 time period as he worked on a survey crew in the Grand Canyon. Other photo is from his time in the service.)



Robert Laurence Ryan was born in Galesburg, Illinois on January 17, 1894. He attended Knox College in Galesburg before going to the University of California at Berkeley. He graduated in 1917 with a degree in engineering, although he left six months early in order to serve with the U.S. Army Corps of Engineers in France during World War I.

Following the war, he joined a survey crew at the Grand Canyon that was doing the initial survey work for an aerial tramway proposed for a crossing of the canyon from El Tovar on the south rim, then across several buttes and outcroppings to the north rim of the canyon. At the time this tramway was proposed as a more scenic and comfortable alternative than mules as a way of crossing the canyon.

In accomplishing the survey, the crew consisting of three surveyors, “camp rustlers”, and a cook, sequentially constructed trams across the buttes. These cable ways were then used to transfer survey gear and food to their next base camp. When they needed to cross the Colorado River, **Robert Ryan**, the strongest swimmer, tied the rope around himself and swam across the current, a feat he performed twice. The crew then constructed a raft of empty ten-gallon oil cans and hitched it to ropes and pulleys to enable them to carry all their gear across the river. The survey effort was eventually abandoned sometime in 1920. Mr. Ryan wrapped up his effort on this project by assembling an album of survey photographs to document the work that had been pursued. The album of photographs is currently housed in the Cline Library archives at Northern Arizona University.

Ryan subsequently went to work in Mexico to participate in oil exploration as an employee of the Mexican Eagle Oil Company.

Ryan returned to California in 1922, and continued work for the petroleum industry for some time. He met and married Ida May Shively, a native Californian, after which he was elected Ventura County Surveyor. Ryan then served in that position from 1935 to 1943 and following service in World War II from 1947 to 1954.

After the bombing of Pearl Harbor, Ryan joined the U.S. Naval Construction Battalion Corps (Seabees) and served in the Pacific. This is where Ryan’s history again gets quite interesting. Following is a summary of an incident that occurred during his time in the Pacific.



President

Robert L. Ryan (continued)

The Legend of Robert L. Ryan: Segi Island, New Georgia, 1943. *Compiled by Gina Nichols, Archivist, U.S. Seabee Museum, Naval History and Heritage Command.*

On June 21, 1943, two companies of the Fourth Marine Raiders disembarked from the destroyer-transport 'Dent' and 'Waters' and cautiously landed at Segi Point on New Georgia Island. The Marines had initiated the American amphibious attack against the strategic enemy-held island. They did not meet the heavy Japanese resistance they had expected. Their advance up the beach was unchecked by gunfire.

Suddenly a figure emerged from the jungle and walked forward, not to threaten, but to greet them. "Colonel," he said, "the Navy Seabees are always happy to welcome the Marines to enemy-held territory." As they shook hands, astonished Marine Lt. Col. Michael Currin could only mutter, "Well, I'll be...."



*The surprised Marines owed this unusual reception to a brave officer, **Lt. Robert L. Ryan**, Civil Engineer Officer, U.S. Naval Reserve. The 49-year old Ryan of Santa Paula, California, led a reconnaissance party of two Army officers ashore on June 14, 1943. His party gathered landing and enemy disposition information, which was presented to an advance survey party.*

For the zeal and professional skill displayed during his reconnaissance mission in New Georgia, and his later participation in the construction of the fighter landing strip at Segi Point, Ryan was awarded the Legion of Merit by the United States Army and was subsequently promoted to the rank of Commander.

As previously noted, after the war, Robert Ryan returned to the position of Ventura County Surveyor. He passed away in Oxnard, California on July 31, 1954.



Marshall M. Wallace - Sonoma County CEAC President 1950-51



Marshall M. Wallace went to work for Sonoma County in 1919 after his discharge from the Army Engineers, which he served in World War I.

His first job was as a levelman with a county survey crew; he worked his way up through the ranks to engineering spots and in 1937 took the road commissioner and surveyor jobs.

The surveyor's job was elective until 1954, when supervisors made it appointive.

He took on the title of sanitation engineer in 1957, and had more than 250 persons under his supervision in the various departments under his control, which included the building department and garbage disposal operation.

His original appointment was "temporary," he maintains, and was never made permanent.

Of his reasons for resignation, Mr. Wallace said "I need a rest. Forty-two years is quite a grind."

Wallace said he enjoyed his work and the "splendid co-operation" from other departments; of the employees in his departments; "I can't say anything good enough to fit the bill."

Marshall Wallace retired from Sonoma County on October 31, 1961, the 42nd anniversary of his employment with the County, at the age of 65. At the time of his retirement, he and his wife, Fern lived in Sonoma at 1155 Spencer Ave. His son, Marshall M. Wallace Jr., is an engineer with the State Division of Highways (now Caltrans), and his daughter, Thelma Dixon, is a secretary in the Building Department.

Note: Marshall was succeeded in his position by his assistant, Don Head, who later served as CEAC President in 1973-74.

The above, including the photo, was taken from an article that appeared in *The Press Democrat* newspaper in Santa Rosa dated Tuesday August 8, 1961.



Earle A. Burt - Los Angeles County CEAC President 1951-52



Earle A. Burt was born in 1892 in Massachusetts. The Burt family moved to Newark, California near the turn of the century and a few years later moved to Pasadena, where Earle graduated from Pasadena High School. Nearby was Throop College of Technology, from which he graduated with a Bachelor of Science Degree in Civil Engineering in 1915. A few years later the college was renamed The California Institute of Technology and is well known today as simply Cal Tech.

Los Angeles County had in 1913 become a chartered County and had instituted a unified road system, with a single Road Commissioner. Earle Burt commenced his career in the newly created Road Department in the survey section. Subsequently he was assigned to the Bridge and Construction Divisions, which in those early days required him to travel by horseback into the canyons of the nearby San Gabriel Mountains.

In about 1939, he became the Chief Deputy Road Commissioner, in which position he served until his appointment to Road Commissioner in 1954. He subsequently retired and for the next three decades enjoyed an active life in and around Southern California, spending the last years in Pasadena with his son and daughter-in-law.

One aspect of Earle Burt's work that he particularly enjoyed was befriending the young engineers in the Department. In his later years, particularly as Chief Deputy Road Commissioner, a call to come to his office or an approaching friendly voice meant that Mr. Burt wanted to visit with you. This spirit prevailed for many years and many successful engineer's career included a number of chats with Mr. Burt.

Earle Burt passed away on October 27, 1988 in Pasadena, California at the age of 97.

Note; This brief summary of Mr. Burt's life was in a letter written on January 10, 1989 by Richard Barhite of Modesto, California to the CEAC Newsletter Editor at the time, Verne Davis. Mr. Barhite was Director of Public Works in Stanislaus County.



A.L. “Art” Kiefer - Sacramento County CEAC President 1952-53

Arthur L. Kiefer, Sacramento County’s first Director of Public Works passed away the 6th day of February, 1988, in Sacramento. He retired nearly 20 years ago after 30 years of county service.

Art was born in San Francisco and raised in Sacramento. Art entered the army after graduation from Sacramento High School. He started his profession while assigned with the Army Corps of Engineers. His first job out of the army was as a civil engineer for the Southern Pacific Company.

After being employed by Sacramento County in 1938, he became County Engineer in 1948 and was appointed the County’s first Director of Public Works in 1956. Throughout his years, guiding the growth and development of Sacramento County, Art was active in, and supported the work of CEAC, serving on many committees and task forces to advance the cause of Public Works.

A past President of the County Engineers Association, this outstanding, dedicated engineer and public official will be long remembered for his many accomplishments for CEAC and Sacramento County.

Note: This article was taken from a 1988 CEAC Newsletter prepared by Verne Davis.



President

Joseph H. Mack - San Diego County
CEAC President 1953-54

No Photo

As of this date (Nov. 4, 2017) limited information about Joseph Mack has been located. Still researching for additional material including a photo.

A news article in the Chula Vista Star of March 1, 1946 identified Joseph Mack as County Road Department Construction Engineer.

He served as San Diego County Surveyor and Road Commissioner from 1947 to 1959, retiring on March 31, 1959.

Mack replaced Ernest R. Childs, who had previously served two terms as CEAC President in 1925-26 and 1937-38.

Mack was succeeded by David Speer, who was later CEAC President in 1968 - 69.



Oliver C. Wyllie - Calaveras County CEAC President 1954-55



College Photo

Oliver Creighton Wyllie was born in San Andreas, Calaveras County, California on July 18, 1890 to parents Alfred Loring Wyllie and Ella S. Creighton. He died on January 11, 1972 at the age of 81.

Graduate of U. C. Berkeley in 1916.

Listed as mining and civil engineer in a 1938 court case.

Voter registration in 1938 lists Wyllie as County Surveyor.

Listed in report of CEAC's 38th annual meeting in Lake Tahoe on Sept 10 and 11, 1953 as the CEAC Vice-President.

Listed as County Road Commissioner in a 1960 lawsuit.

Spouse: Gwendolyn F. Williams

SSN: 546-05-8233

Buried in Peoples Cemetery in San Andreas, California.

[Information obtained through internet research.](#)



Ada Clinton “Bud” Keith - Riverside County CEAC President 1955-56



Ada Clinton “Bud” Keith passed away September 3, 1995 at his home in Riverside from complications of Parkinson’s disease. He was age 92, having been born on June 26, 1903.

Bud had served Riverside County for 47 years when he retired in 1971 from the dual posts of County Road Commissioner and County Surveyor. During his tenure, County Supervisors added approximately 3,000 miles to the Riverside County Road System and Bud carved out a reputation for quietly and quickly getting things done.

A large, burly, friendly individual, with a mind and heart to match, he used his dry wit, intelligence and ability to the utmost, as he served on statewide highway committees and agencies, as well as dedication his brilliant leadership to CEAC over the years.

At the time of his death he was survived by his two sons, Robert Keith of Redondo Beach and Kenton Keith of Riverside.

Ken Edwards, Chief Engineer for the Riverside County Flood Control and Water Conservation District, worked with Bud for nine years. He described him as follows: “A prince of a man, an incredible savvy engineer and administrator. One we all admired and were fortunate to have as a friend. He is no doubt looking down on us from above with a smile on his lips and a twinkle in his eyes. His trade mark for a happy man.”

Ed Hanna - San Benito County
CEAC President 1956-57
“Bull Condor”
A.K.A. Hung Chow Hanna
CEAC Newsletter Editor 1970 - 1985



How do you adequately describe the manEd Hanna?

He was born in Gilroy on January 14, 1914. At the age of 18, he enlisted in the U.S. Marines and served aboard the Battleships Maryland and Pennsylvania. He attended San Jose State College and became a City Policeman in Palo Alto, then went into private engineering practice with his father. In 1946 he became County Surveyor of San Benito County, and was their first Road Commissioner when the Collier-Burns Act became law in 1948. He left San Benito County in 1964, served as City Councilman and Mayor of Hollister; City Manager of Los Altos Hills; worked for Santa Cruz County in Flood Control, and became full-time Executive Officer of LAFCO in Santa Cruz County until his retirement in 1976. He has been a leading member of the County Engineers Association of California, contributing immeasurably to the growth and excellence of the organization.

He was Editor of the CEAC Newsletter for over 15 years and made that publication famous all over the United States. He was President of CEAC in 1956-57. He created the Buffalo Bull Award; was the co-founder of the CLODS in 1965/66; and was the first and only “Bull Condor.” He wrote the CLODS by-laws and instituted the now famous CLODS Barbecue at Squaw Valley in 1969. He attended every CSAC conference without a miss for 44 years.

Over the years, he wrote literally hundreds of poems, stories, sonnets, etc. Some of the most notable include “The History of the Buffalo Hide Satchel,” “The Inverted Thermo-Dynamic System of Waste Disposal” (better known as the Overhead Sewer System), “The Mating Habits of the California Condor,” “Where’s the Shovel?,” “When You’re Sixty,” and many more. For the CLODS Barbecue in Redding in 1975 he created the legendary “Don’t Put All That Wine in the Stew” (to the tune of “Abdul El Bulbul Ameer”).

Simply put, Ed contributed more to the County Engineers Association of California than all the rest of us put together.

[This biography of Ed Hanna was taken from the Fall 1990 CEAC Newsletter prepared by Verne Davis.](#)



Carl F. Lind - Fresno County

CEAC President 1957/58 (Portion of Year)#



A native of Cincinnati, Ohio, Carl F. Lind graduated from California Institute of Technology with an engineering degree in 1932.

During the following 15 years with time out for naval service, Mr. Lind was with the California Division of Highways except for an interval from 1939-40 when he was construction engineer for the Long Beach (Calif.) Oil Development Company

During his naval career, Lt Commander Lind was resident engineer in charge of constructing the Naval Air Station at Hutchinson, Kansas, and 20 satellite fields for primary flight training. He also directed the reconstruction and expansion of the Municipal Airport at Newton, Kansas.

During the late 1940s and up until 1958, served as County Engineer and Road Commissioner in Sutter County, building the Yuba City Airport, as Director of Public Works in Fresno County, and Flood Control Engineer for the San Joaquin County Flood Control District. (From the records obtained, it is unclear if Carl worked for the San Joaquin County Flood Control District before, after, or concurrently with his service in Fresno County). He also served as an instructor at Central California Commercial College.

Carl was a registered civil engineer in California, past treasurer of the California Society of Professional Engineers, a member of the Engineers Club of Stockton, and president of the County Engineers Association of California.

Carl served as the District Engineer for the Asphalt Institute in Southern California and Clark, County, Nevada from 1958 until just before his death in 1971. Carl passed away at age 61 on November 28, 1971, following brain surgery some nine months earlier. Carl was described as a gentle man and a fine engineer.

(Carl Lind was Director of Public Works for Fresno County from 1952 to early 1958, when he left County employment or the Flood Control District to become the District Engineer for the Asphalt Institute based in Los Angeles. He had been installed as CEAC President in late 1957. With his leaving, A.E. Rhodes, Jr. of Yolo County was elevated to the position of CEAC President and served through the remainder of 1958.)

This biographical information above was taken from a press release by the Asphalt Institute dated February 1958 and his obituary, which was located in Asphalt Institute files.



A.E. “Dusty” Rhoades - Yolo County
CEAC President 1958
NACE Western Region Vice-President



A. E. (Atlee Eugene) Rhoades, Jr. was born June 14, 1909 in Sacramento, California.

He may have attended Oakland Technical High School in 1927.

In July 1956, Mr. Rhoades attended the formational meeting of the National Association of County Engineers, NACE, in Salt Lake City along with another eventual CEAC President and CLOD, Jack Lambie of Los Angeles County. In that formational meeting, He was elected the ‘very first’ Western Region Vice-President of NACE.

“Dusty” as he was referred to by many in CEAC and elsewhere, worked for a number of years in Yolo County. He served as Road Commissioner from 1948 to 1962. He was appointed by the Yolo County Board of Supervisors as County Engineer and County Surveyor on January 7, 1957 and served in that capacity from 1957 through 1960. On January 3, 1960 he was re-appointed with the additional title of County Road Commissioner added to his previous duties and continued to serve the County until early 1962 when he was succeeded by another future CEAC President and CLOD, Howard Van Reyper, Jr.

A. E. Rhoades passed away November 25, 1984 and is buried in Colusa, California.



Charles Skiles Dumble - Kern County CEAC President 1958-59



Charles "Charlie" Dumble was born July 19, 1909 in Bakersfield, California into a family heritage in Kern County that went back to 1863.

He attended local schools and went on to Bakersfield College where he played football. He subsequently transferred to Oregon State University, Corvallis, graduating with a degree in Civil Engineering.

He and his wife, Helen Karen Lund, met while attending the university and they were married in 1936. She passed away in 1995.

Charlie was elected Kern County Surveyor in 1950 and retired in 1971.

Charlie passed away on June 13, 2004 at the age of 94. At the time of his death, he was the Senior CLOD.

Charlie will be long remembered in Kern County and throughout California for his honesty, kindness and pride for his pioneer heritage.

Note: This information was taken from a 2004 CEAC Newsletter prepared by Verne Davis.



Raymond Peter O'Neill - Butte County

CEAC President 1959-60

Raymond Peter O'Neill, also referred to as R. P. O'Neill and Pete, was born in Fulton, Sonoma County, California in 1905. He was the grandson of N. P. Neilsen, who opened the first store in Berryessa Valley in the early 1870s.

Pete graduated from Napa High School and subsequently obtained an engineering degree at the University of California, Berkeley.

His early professional work history included working for an engineering firm in St. Helena and serving as the Deputy County Surveyor for Solano County.

In about 1945 he began work with the Napa County Department of Public Works, which included work as engineer and Road Commissioner, and continued there for thirteen years until his appointment as the Director of Public Works in Butte County in 1958. Pete was the Director there at the time of his death on August 25, 1965 after a long illness. He was only sixty.

Pete was a registered civil engineer, a member of the American Society of Civil Engineers and the American Road Builders Association, President of the County Engineers Association of California, and a past Chairman of the Northern California Road Commissioners Association.

At the time of his death he retained his memberships in the Napa Elks and the Napa Rotary Club.

He was survived by his spouse, Jane, and one son, Michael.



Martin A. Nicholas - San Bernardino County

CEAC President 1960-61

Martin Anthony Nicholas was born August 15, 1909 in Allenhurst, New Jersey. He graduated from Englewood New Jersey High School in 1929 and subsequently received a B.S. in Civil Engineering from Columbia University in New York in 1934. He did graduate work at various military engineering schools between 1938 and 1943.

During the years from 1930 to 1936, Martin won numerous titles for rowing, including the Middle Atlantic States Single Sculls Championship. In winter sports, he held many outdoor and indoor speed skating titles, including the Middle Atlantic States and New Jersey State championships. He was also a member of the U.S. Olympic Speed Skating Team in 1932.

From 1934 to 1940, Martin was an engineer with the consulting firm of W.G. Clark and E. Blackwell in Tene-fly, New Jersey. Beginning in 1938 he trained in the National Guard at Fort Belvoir. He was called to active duty with the U.S. Army Corps of Engineers in September 1940 and experienced a varied career in his 5 plus years as a military officer during World War II, rising from the rank of Lt. to Lt. Colonel. His final tour of duty was in China where he was responsible for maintaining over 5,000 miles of road, with the cooperation of the Chinese Government, including the 500 mile vital "Burma Road", which was under almost incessant attack by the Japanese in an effort to halt the flow of supplies into China from the south.

Following the war, he spend a short time with his former employer before relocating to the west coast. In 1947, he worked as a civil engineer/surveyor for Engineering Services Corporation in Los Angeles.

In April 1948, he accepted a position as Design Engineer with San Bernardino County. Shortly thereafter he was appointed Deputy County Surveyor in January 1951, and in January 1953 was appointed Road Commissioner and Chief Flood Control Engineer by the Board of Supervisors. In 1959, the position was changed to County Engineer. He retired from County service in October 1973 only to be immediately hired as the Director for San Bernardino Associated Governments charged with the responsibility to coordinate and plan for countywide transportation needs, a position from which he eventually retired in January 1973.

Martin Nicholas passed away August 16, 2003.

[This article was taken from San Bernardino Flood Control District files.](#)



William A. Jones, Jr. - Solano County
CEAC President 1961-62
“Stud Pelican I”

William A. (Bill) Jones grew up in Vallejo, California. William is the son of well known architect William A. Jones, who designed many residences and buildings in Solano County and surrounding areas including the Solano County Courthouse.

William attended the University of California, Berkeley where he received his civil engineering degree. Following his graduation, he worked for the State of California as a civil engineer, for Henry J. Kaiser, and subsequently for Solano County.

William, known as Bill or “Ah Wim” by other CEAC members, served as the Director of Public Works for Solano County from 1946 until his untimely passing in a boating accident on October 23, 1971. This accident occurred near Half Moon Bay, while returning home from CEAC’s annual fall meeting in Monterey, with Howard Van Reyper, Jr., Director of Public Works in Yolo County, who also perished in the accident.

Bill served as CEAC’s President in 1961-62 and in the CLODS organization was given the bird name of Stud Pelican I.

The CEAC Newsletter of January 1972 described Bill as *“an outspoken and dedicated man. Often the burr under the saddle of many of our presidents and committee chairmen, he refused to let anyone sit back and coast. He was a fighter for what he thought was right and always insisted that we make every effort to win if the cause was good, or to bail out if the deal was bad. He wouldn’t settle for anything that he felt short-changed or downgraded the engineering profession in general and public service engineering in particular.”* The Newsletter went on to say *“these men (Bill and Howard) were the Good Guys. They enjoyed their work, their families, and their friends, and no man should ask for more. To their families we offer our heartfelt condolences and a thank you for sharing them with us.”*

Note: The untimely deaths of Bill and Howard was the catalyst for the formation of the CEAC Memorial Scholarship fund, which since its establishment in 1972, has (to date in 2016) awarded over \$150,000 in scholarships to engineering and surveying students attending California’s universities and colleges.



A.S. Koch - Orange County

CEAC President 1962-63

APWA Top Ten Public Works Leader 1971



Allen S. "Al" Koch former Road Commissioner for the County of Orange, and Past President of CEAC, passed away on Tuesday March 20, 1990.

Al's contributions to transportation in Orange County, the State of California, and the County Engineers Association of California were many and significant, including the County/City Cooperative Arterial/Highway Finance Program.

He was also responsible for the development and operation of a progressive landfill and refuse transfer operation in Orange County.

Serving on many CEAC and State Highway committees, his expertise contributed to their success.

A dedicated County Engineer and a CLOD.....one we will all miss.

Note: This was taken from a 1990 CEAC Newsletter prepared by Verne Davis.

RANDOM THOUGHTS UPON RETIREMENT - Prepared by Al Koch.

When I was just a little feller, I had a baseball mitt but that did not necessarily entitle me to play ball with the "big boys." However, one day when they needed a ninth, I was privileged to be stuck away in right field. As luck would have it, a long, high fly come at me in the sun and some way or another, I hung on to it. While running in at the end of the inning, the leader of the gang said "that was a great catch, Al" and as I was beginning to swell with pride, he put me in my place when he said "but it would have been awful if you missed it!"

It doesn't appear to me that in the past decade the public works engineers in the State of California have dropped the ball at all, but wouldn't it have been awful if they had. I think the County Engineers Association and all its members should be extremely proud of the accomplishments and contributions that they have made to the State of California. We have not "dropped the ball" and no apologies are due anyone regardless of the



opinions of our severest critics and the nuttiest environmentalists.

All of the accomplishments for which we can be justly proud have been accomplished with an open mind responsive to the innovations of our generation. I like to think that our ideas have drawn nourishment in conservative soil and although as mortals we are forced to bend wit the winds of time, we have always been responsive to overcoming social inertia.

So now comes a new generation. Do we dare give them the baton of responsibilitydon't worry, you've done your job and those coming on will do theirs! Maybe some of their ideas will frighten us but when the race is on, there's only one way to go.....and that's forward! After all, didn't we think that the old fogeys that we used to work for should be replaced sooner? I don't think that the people who will lead us in the future will over-react because they will find that planning can be over-extended and good progress can be planned, coordinated, analyzed and perfected to death.

The fear of progress is the greatest deterrent that the new generation has.....the fear of making a mistake. And when they realize that no progress is made without mistakes, things will move as they always have. My greatest fear has always been that the public works engineer will not realize his own responsibility in the planning picture and thus abdicate his responsibility to those who are less capable of practical and intelligent solutions to community problems.

I think all of us should realize how fortunate we are to have the opportunity to operate under the practical laws of the State of California, which have permitted us to be "builders" instead of only "planners." My guess is that the public will protect this privilege for us. Our job is to justify their confidence for the future as we have been able to do in the past.

Your Pal,

Al Koch



Allen S. Koch was born and raised in Seattle, Washington. He graduated as a Civil Engineer from the University of Washington, where he was the stroke on the crew team. An avid outdoorsman, Al climbed every mountain in the Olympic Peninsula.

After graduation, Al worked as timber cruiser and surveyor for Weyerhaeuser Corporation. When World War II broke out, Al entered the Navy as an officer on submarine patrol in the Atlantic Ocean.

After the war, Al came to Orange County and worked as a Chief of the survey party for the Road Department. Soon after settling in Orange County, he was recalled by the Navy and sent to Korea as Executive Officer on the destroyer that led the amphibious landing on Inchon Gulf, South Korea.

Upon his return to Orange County, Al became the Resident Engineer for road and bridge construction. In 1955, on the death of Road Commissioner Harold Springer and the retirement of Captain Hillyard, Al was appointed Road Commissioner and County Surveyor. Very few have ever had the opportunity to plan the infrastructure of an area of two hundred thousand people and watch it grow to two and a half million under their responsibility and direction.

The nucleus of the management team of professional engineers came from the State Division of Highways in Los Angeles. Ted McConville became Assistant Road Commissioner and County Surveyor, Murray Storm became Chief of Office Functions, Chris Christensen was in charge of construction and maintenance and Duke Vineyard assumed the survey duties. Changes in the County Surveyor office included improving the standard and accuracy of private surveying in the County and establishing an accurate system of vertical and horizontal ground control.

With new development and growth in the County, the Board of Supervisors ordered the Road Department to close the burning dumps. Under the direction of Al, the Road Department developed a Master Plan of Trash Disposal that included large landfills and transfer stations.

Al Koch established improved quality control for construction by private contractors in the County by implementing the construction of a new materials testing laboratory with the latest in testing equipment. This quality control service was extended to all the cities in Orange County.

In a major accomplishment, Al Koch took the lead in establishing a Master Plan of Arterial Highways for the County of Orange. He was Chairman of the Statewide County Engineers Transportation Committee that established the routes and implemented legislation that financed the construction of the new transportation system. This was known as the California Freeway and Expressway Plan.



William D. McIntosh - Lassen County

CEAC President 1963-64

NACE President 1967

CEAC Treasurer Emeritus

“Old Crow”, A.K.A. Dee Wim McIntosh



William David McIntosh died peacefully surrounded by loved ones on August 11, 2010. Known affectionately as Bill and Mac, he was born to William and Maud McIntosh in Portola, CA, March 24, 1924. “Still waters run deep,” describes Bill. As a father, husband, companion, family man, boss, and friend, he loved unconditionally. He was a good man, honest and loyal, with a dry sense of humor, great warmth, a kind heart and gentle spirit.

After graduating from Lassen Union High School in Susanville, Bill joined the U.S. Navy stationed aboard the USS St. Paul, proudly serving during both WWII and the Korean Conflict. At the end of WWII he married Dorothy “Dixie” Morgan from Scranton, PA. They settled in Susanville and raised two daughters. Bill began his career as a surveyor with the Lassen County Road Department in 1946. In 1955, he was appointed Lassen County Road Commissioner, and in 1960, was named the first Director of Public Works for Lassen County. During his distinguished 41-year career, Mr. McIntosh’s work not only drew attention to the needs of small rural counties like Lassen; it demonstrated the unique vision that this high school educated, rural Public Works Director brought to the breadth of state and national public works. He headed development of the County Route Marker Program adopted nationally in 1967. Because of his leadership, Lassen County received the first number, “A-1”, for the Eagle Lake Road, a national award winner for its design and the only County road selected for the 1984 Olympic Torch relay. In 2000, this route was officially proclaimed the “William D. McIntosh Highway.”

Bill rose through the ranks of professional organizations to become president of the County Engineers Association of California and the National Association of County Engineers (NACE). Among his many honors, CEAC created the perpetual “William D. McIntosh Lifetime Achievement Award” naming him its first recipient. NACE named him “Rural County Engineer of the Year” in 1971. Bill, along with Ed Hanna, created the CLODS (California’s Loyal Order of Dedicated Servants) in 1966, the NFL (NACE’s Former Leaders), and the ASOBGHAPES (The American Society of Big Game Hunters and Pelican Egg Stompers), ensuring perpetual connectivity of public works leaders. In addition to the above achievements, Bill also garnered the coveted “Buffalo Bull Award” in 1978, which he was instrumental in establishing several years earlier.

Bill became an early leader shortly after the founding of NACE in 1956. He served on many NACE committees, including the Research Committee, which at that time was the heart and soul of NACE. Bill became Western Region Vice President in 1965 and President in 1967. Bill, working with NACo Executive Director, Bernie Hillenbrand, was instrumental in getting the Automotive Safety Foundation to fund the distribution of

William D. McIntosh (Continued)

the first NACE Directory and NACE Newsletter in 1968. Later as member of the NACE History Committee, he helped to write the Forty Year History of NACE in 1996. He continued to be a strong supporter of NACE through the NFL.

In 2002, Bill and Dixie moved to the Bay Area to be closer to family. After 58 years of marriage, his beloved Dixie passed away in 2004. Bill's last residence was in Rossmore, CA where he built more friendships, enjoyed movies, live music and theater, art class and excursions to San Francisco and Oakland for cultural and sports events with his dear friend Betty. He remained an avid fan of the San Francisco Giants and 49ers. Bill stayed in contact with his many friends around the country through e-mail, luncheons and visits.

Bill is survived by two daughters Lenore and Donna, four grandchildren and two great grandsons.

Bill was a great public servant, a person of integrity and character, a great sport, a wonderful friend and filled with love and caring for others.



Ed Hanna and Bill McIntosh at CLODS BBQ





David E. Pierson - Imperial County

CEAC President 1964-65

David Eugene Pierson was born March 31, 1925 in Riverside, California. He met his future spouse Ginny on a blind date in Ft. Worth, Texas and the two were married April 22, 1945, only six weeks later.

David was an Army Lieutenant in WWII and was part of the occupying forces in Japan. Following his service in the army, he attended and graduated from the University of California, Berkeley with a Bachelor of Science Degree in Civil Engineering.

David came to the Imperial Valley in 1953 from the Los Angeles area after he accepted a position with Imperial County. He worked in Imperial County for nearly 30 years in various positions, eventually becoming the Director of Public Works/ Road Commissioner, the position he retired from.

During and subsequent to his professional career David was highly involved with a number of local, state and national organizations including: St. Peter and Paul Episcopal Church Board; Rotary Club President; President of the County Engineers Association of California; Member of the Imperial Valley Transportation Coalition; member of the California Regional Water Quality Control Board; President of the Metropolitan Transportation Engineering Board; Southern California representative for I.T.T.E.

Following retirement, he was also appointed by the Federal Department of Energy to represent local governments on the Select Geothermal Advisory Committee. He was also served as an advisory member of the Automobile Club of Southern California and he dedicated many hours to the effort of passing a half-cent sales tax measure to make additional funding available for the improvements of roads in Imperial County.

David was highly concerned with improving roadway safety throughout his career. One such area he spent considerable time and effort on was the improvement of Highway 86, which eventually resulted in widening and alignment improvements along what at one time had been dubbed the "Killer Highway." His efforts in this work were truly appreciated by the county community and at a testimonial dinner in December 1989 a portion of the highway was named in his honor.

David was described as a humble man who had his eye ever fixed on the horizon. It was his optimism, enthusiasm, and tenacity that made the impossible become plausible.



Bruce W. McClain - Monterey County

CEAC President 1965-66

“Stud Pelican 2”

APWA Top Ten Public Works Leader 1983



Following is a tribute prepared by Bill McIntosh on Bruce McClain's passing in July 1994, which appeared in the Summer 1994 CEAC Newsletter.

When you take the full measure of a man, you take into account his devotion to his work, his love of his family and friends and his good deeds. It is impossible to find adequate superlatives to describe my friend, BRUCE McCLAIN, who left us early on the morning of July 14, 1994.

Bruce was a loving husband to Louise for 45 years, a devoted father to this son, Jim and daughters, Sheila and Laurie. His grandchildren were his pride and joy. He was a loyal, faithful and genuine friend of many. I have never met a person who didn't like Bruce McClain.

He was born on September 2, 1925 and raised in Ames, Iowa; and after spending two years in the Army Air Force in WWII, attended and graduated from the University of Denver with a BS degree in engineering in 1949. Following graduation he went to work for the Los Angeles County Road Department. He received his civil engineering license in 1953 and became a District Engineer in Northern Los Angeles County until 1958 when he was appointed Road Commissioner and County Surveyor of Monterey County where he served until his retirement in 1989.

He was probably the most respected County Engineering Department Head in the State of California (and that included some very outstanding people). He was the President of the California Engineers Association in 1965 -66 and in 1967 became the Western Regional Vice President for the National Association of County Engineers, serving two 2-year terms.

During his career he was chosen as one of the “Top Ten Public Works Officials in the United States” by the American Public Works Association and “Urban County Engineer of the Year” by the National Association of County Engineers.

He has been the backbone of the CLODS organization since 1991, carrying the title, “Stud Pelican.”

“Dependable” doesn't even begin to describe Bruce as a friend and colleague. He was a genuine first-class human being, and one I have been proud to call my friend for over 36 years. He will be sorely missed by all of us, but his memory will be with us forever.....AND WHAT A MEMORY TO MAINTAIN!

Farewell my friend - 'till we meet again.

~ Bill McIntosh

John A. Lambie - Los Angeles County

CEAC President 1966-67

NACE President 1960

APWA Top Ten Public Works Leader 1960



John A. “Jack” Lambie passed away July 24, 1986 in Palm Springs, California. This outstanding engineer and public official left many friends throughout California and across the nation.

He was born in Pittsburgh, Pennsylvania on December 12, 1912, and moved to Glendale, California in 1915. Jack attended schools in Glendale and graduated from the University of Southern California where he obtained, not only his Bachelor’s Degree, but also his Master’s Degree in Engineering.

Jack served with great honor in WWII as a Marine Corps officer, and “paid his dues” at Guadalcanal.

Jack worked for Los Angeles County for 35 years. In 1950, he became County Engineer.

He had an extremely responsible position, with, among many other tasks, 3,600 mile of sewer serving two million people in the unincorporated areas and in thirty-two incorporated cities. If you think you have troubles with a city or two, try taking on thirty-two cities.

Jack was appointed as CEAC’s Vice-President by the CEAC Board of Directors at its spring meeting in San Francisco in 1966 to replace the then current Vice– President, Newton H. “Newt” Templin, Road Commissioner of Los Angeles County, who passed away unexpectedly from heart failure on May 6, 1966. Jack then completed Newt’s original term, serving as Vice-President and Program Chairman in 1966 and President in 1967.

Jack became so attached to sewers that upon retirement from the County of Los Angeles, he took on the job of formulating the Ventura County Regional Sanitation District as its Chief Engineer.

He retired in 1985. During his career he was President of the County Engineers of California, the National Association of County Engineers, and the American Public Works Association. He was named one of the nation’s Top Ten Public Works Officials by APWA, and received numerous other national honors during his professional career.

Jack was buried at Forest Lawn in Glendale on July 29, 1986.



This information was taken from CEAC Newsletters in October 1966, in 1985 following his retirement and in 1986 upon his death.



Vic Sauer - Contra Costa County CEAC President 1967-68



The following is an article published in a 1999 CEAC Newsletter and titled **WE HAVE LOST A FRIEND - From the desk of J. Michael Walford, Contra Costa County and CEAC President 1990-91**

On October 17, 1999, Contra Costa County's first Public Works Director, Victor Sauer, passed away at the age of 88. Much of what this department is, and the standards it maintains, are the legacy of Vic Sauer.

Vic graduated from UC Berkeley about 1933. He told me that one night several months before he graduated, a man came knocking on the door of the apartment he shared with a couple of other engineering students looking for people interested in working on the tunnel he was building. The man turned out to be Mr. Caldecott, and the tunnel was the original two bores that we use every time we go to Oakland or San Francisco. Vic and his roommates all went to work on the tunnel, and Vic got the choice assignment of surveying, while his roommates worked on the digging.

Upon graduation from Cal, Vic took the advice of one of his professors, and took the day off from tunnel work to interview for a job with the City of Oakland. Vic said that on the day he went for the interview, the tunnel suffered a significant collapse setting construction back several months, so he took the job with the City of Oakland. I'm not sure how long he worked for Oakland, but his next assignment was as Chief Engineer for the Contra Costa County Sanitary District.

In 1952, Contra Costa County hired him as County Engineer. Within a few months, they had added titles of County Surveyor and County Road Commissioner, and retitled the position to Public Works Director. Within a couple of years, the administration of county airports was added to the Public Works responsibilities, and in 1972, buildings and grounds were also added, followed by the Flood Control District in 1973. By the time he retired in 1976, after 24 years as Public Works Director, the department had about 600 employees, and the Board of Supervisors was in the process of merging the Building Inspection Department into Public Works. After Vic's retirement, this last move never occurred.

Vic was a dynamic leader. He knew everyone by name, and his personal friendly manner generated a strong loyalty among his employees. He maintained a close one-on-one relationship with members of the Board of Supervisor, as well as Planning Commissioners and even members of the Civil Service Commission, which gave him a strong base for implementing programs and policies he felt were important to the Department.

His handwriting was abysmal, even worse than that of Paul Kilkenny or John Kerekes. When he wrote notes

Vic Sauer (continued)

to us we usually had to take them to his secretary for deciphering.

Vic was one of two people who formed the City-County Engineering Advisory Committee in 1957, was past President of the local chapter of the American Public Works Association and Past President of the County Engineers Association. The American Public Works Association selected him as one of the “Top Ten Public Works Officials in the United States in 1964. After I won the same award in 1996, he enjoyed telling everyone that the reason he won the award was because he had shown such great wisdom in hiring me the previous year.

Many of our Public Works policies and traditions originated when Vic was our Director. He was famous for his policy of rotating engineers in order to broaden their experience. His program was so successful at developing top quality public works officials that s the time of his retirement in 1976, no less that 16 counties in California had either a Public Works Director or a Deputy Public Works Director who had once worked in the Contra Costa County Public Works Department. Vic was a great leader, a wonderful and supportive person to work for, and a great mentor to me.





David K. Speer - San Diego County

CEAC President 1968-69

APWA Top Ten Public Works Leader 1966



David Speer, retired San Diego County Administrator, passed away January 15, 1997. David and his wife Pat were visiting in Puerto Vallarta, Mexico, when he unexpectedly became ill and was flown to San Diego where he passed.

David, a native of Dover, Delaware, served in the submarine service during World War II. He later graduated from the University of Southern California.

Following college, he worked for the State of California, the City of Los Angeles and was the Director of Public Works for the City of Beverly Hills, CA, just prior to coming to San Diego County, where he replaced Joseph H. Mack, CEAC President in 1953-54.

David worked for San Diego County for a total of 19 years, advancing from Director of Public Works to the position of Chief Executive Officer of the County, being appointed to that position in 1984.

While the Public Works Director, he served as CEAC's President in 1968-69. During his time in this position he was named by the American Public Works Association as one of the "Top Ten Public Works Officials" in the nation in 1966. The May 22, 1966 issue of the San Diego Union newspaper carried a news item including Dave's picture, on this distinguishing award. The following are abstracts from the news item: "He is the only Public Works official in California to make the select list and one of three from west of the Mississippi River. The Association (APWA) said Speer "is a typical example of the new breed of public works officials who are constantly in search of new methods for solving old problems" and commended him for a "rare combination of qualities including highly professional competence as a civil engineer and administrative proficiency". The citation noted that Speer, in his 6 plus years of service in San Diego County "has completely reorganized, re-equipped, trained and redirected the department".

As Director of Public Works, Speer was in charge of 500 employees and his responsibilities included planning, design, construction, maintenance of 2,000 miles of county roads, as well as direction of matters which relate to administration of the subdivision and grading of privately-owned property. The APWA citation said Speer initiated modern techniques and in addition he has "prepared and coordinated preparation of several policy and procedures manuals, which have been popularly received and are regularly requested throughout the State and Nation as guides for the preparation of similar manuals in other locations".

The above information came from the Chula Vista Star-News dated April 16, 1959 and CEAC Newsletters from 1966 and 1997.



H. Van Reyper, Jr. - Yolo County CEAC President 1969-70



Howard Van Reyper, Jr. was born April 12, 1924.

He served as a T. Sargent in the Army Air Force during World War II.

Howard was appointed Director of Public Works and County Engineer in Yolo County on June 15, 1962 and was subsequently appointed Road Commissioner on July 16, 1962 and County Surveyor on October 1, 1962. He succeeded another CEAC President and CLOD, A. E. Rhoades in these duties.

Howard served Yolo County in the above capacity until his untimely death on October 23, 1971, at the age of 47. He and William Jones, Public Works Director for Solano County, and also a former CEAC President and CLOD were killed in a boating accident near Half Moon Bay while traveling home from the 1971 CEAC conference in Monterey.

The January 1972 CEAC Newsletter said that *“Howard approached everything with the enthusiasm of youth but tempered with experience. He was a complete extrovert and accepted his victories humbly and his defeats gracefully. His enthusiasm was contagious and he imparted a sense of duty and dedication to all who worked with him on committees and during his term of office as President.”* The Newsletter went on to say *“these men (William and Howard) were the Good Guys. They enjoyed their work, their families, and their friends, and no man should ask for more,. To their families we offer our heartfelt condolences and a thank you for so generously sharing them with us.”*

Note: This boating accident and the loss of lives of Howard Reyper and William Jones was the catalyst for the formation of the CEAC Memorial Scholarship Fund that since 1972 has awarded (to date in 2016) over \$150,000 in scholarships to engineering and surveying students attending California universities and colleges.



Norman H. Caldwell - Santa Barbara County CEAC President 1970-71



Norman was born in Frankfurt, Indiana on May 16, 1916 and came to California with his family in the early 1920s. He was one of the Great Generation, having grown up in the Depression and fought in World War II. Norman saw our world change a big way in his 97 years.

He was the first in his family to have a specialized higher education, graduating from the University of California, Berkley with honors as a Civil Engineer in 1940. Under the auspices of the Army Air Corps, he received a double Masters Degree in Meteorology and upon graduation he was commissioned as a lieutenant in the Army Air Force.

Norman married Ruth Kuns on December 6, 1941 and very shortly thereafter began his career as a military officer first in Arizona and at the close of the war in India, Burma and China where he became a pilot and was involved in flying supplies from Burma to China over the Himalayas, known as "Flying the Hump."

After the war, Norman and Ruth returned to Santa Barbara where Norman began work with Santa Barbara County from which he retired as Director of Public Works in 1976 after 27 plus years.

In retirement, Norm shared his expertise with many local engineers and architects. He served on the restoration committee of the Santa Barbara Trust for Historic Preservation, and engineered the refurbishment of roads and bridges for the Sandpiper, Paso Robles and La Purisima golf courses in the 1980s.

Norman received many deserved honors and awards during his lifetime including the Order of the Flying Cloud from the Chinese government and the California State Parks Volunteer of the Year Award to name a few.

Norman passed away October 18, 2013 at the age of 97. At the time of his passing he was survived by his wife, Ruth, and daughters, Margie and Jean, and their families.

[This article was taken from a newspaper obituary, which was subsequently published in the October 2013 CEAC Newsletter by Ken Miller.](#)



James T. Pott - Santa Clara County

CEAC President 1971-72

“Admiral Bird”

A.K.A. James Tea Pot

APWA Top Ten Public Works Leader 1976



James was born in Shanghai, China in 1927 and lived there until 1941 at which time he was asked to leave by the authorities. This problem with authorities would become a theme in his life and would serve him well in life and later make him popular with the CEAC crowd and, more particularly, the first CLODS. Of course growing up in China gave James the opportunity to become fluent in Chinese – an opportunity that he did not forgo. And it is obvious to anyone from whom the first CLODS eventually learned their considerable skills with the Chinese Language.

Upon his return to the United States, using the considerable purse and influence of his extended family, Stanford University was eventually convinced to accept James into their engineering program. After several years and several donations, James graduated from Stanford in 1949 with a Bachelor of Science in Civil Engineering and with a Masters in Structural Engineering in 1950. James freely admits that he taught himself hydrology and sewer engineering – which goes a long way in explaining the overhead sewer line that he and others once designed (ca. 1966) and recommended as a standard to CEAC and the State of California building authorities – James believes that his overhead sewer proposal is still under review and consideration in Sacramento.

James served in the US Army during the Korean War and eventually ended up at Edwards Air Force Base as the Chief construction engineer. While at Edwards he and his team designed and constructed the launch pads used to this day. These launch pads were designed to withstand a million pound of rocket motor thrust.

Upon his departure from the Army James entered the private sector and developed a broad portfolio of civil engineering projects. He worked for Kennedy/Jenks/Chilton in San Francisco eventually promoting to “client development director” (CDD) for the firm.

In 1960 Santa Clara County became a charter county and hence the county surveyor/engineer was no longer an elected office. The county engineer became a county CAO appointed position. The CAO of Santa Clara developed a test to determine the fitness of the applicants for the position of county engineer. As it turned out, James was the only applicant to pass the test. James accepted the offer to become the county engineer because he knew it would be more than just filling potholes. James is proud of the fact that under his leadership Santa Clara County was among the first to build a local highway system. James and his staff built 50 miles of lim-



James T. Pott (continued)

ited access highways to Caltrans Standards in a few short years. James served as the County Engineer from 1960 to 1977, the Director of Public Works from 1963 to 1973, the Director of Transportation from 1973 to 1977, and Assistant County Administrator in 1977 and 1978.

James then left county government for the City of Long Beach, where he served as City Engineer and Director of Public Works until 1984. He then moved back into private practice as Vice President of O'Brien-Kreitzberg in Encino, Calif., from 1984 to 1987. Following this period, James performed engineering consultant work through his own firm, James Pott and Company until his retirement in 1994. During this period James served on the Board of Directors of the Rail Construction Corporation of Los Angeles County from 1990 to 1992.

Working for Santa Clara County gained James entry to CEAC where he became instantly popular with CEAC members. While in China James developed considerable card gaming skills. These skills allowed James to relieve many of his CEAC buddies of their discretionary cash reserves during the many poker games at the annual pelican egg stomp.

James was installed as the President of CEAC during the fall conference of 1971 in Monterey (Seaside). In celebration, a couple of CLODS shot some wild pigs in the dunes outside of the City of Seaside and they were barbecued in holes dug in the beach near Monterey. On a sad note, two CLODS, Bill Jones of Solano County and Howard Van Reyper of Yolo County, lost their lives near Half Moon Bay while sailing home that year from the Monterey convention. In response, James helped to develop the CEAC Memorial Scholarship Fund in their honor.

Although he made many contributions to CEAC during his tenure as a county engineer, he feels his most important contribution was serving as strait man to Hannah, MacIntosh, and McClain. He knew he wasn't as funny as they were, but swears that he was among the most intelligent and was certainly the best looking of the early CLODS.

James earned his bird in 1997 after he took a trip to the North Pole. He was a passenger on a Russian icebreaker that sailed out of Mermansk. It was the largest icebreaker in the world with a displacement approaching 30,000 tons. James was a guest of the Stanford alumni association and the Smithsonian. While at the North Pole James swam in the arctic ocean and walked through twenty four time zones in 15-minutes. Upon his return to California, the CLODS awarded him the distinction of being named ADMIRAL BIRD.

James married Lois Jane Donaldson on July 16, 1955 and had a wonderful marriage until her passing in October 2013. Lois was also very active in social and community activities including CEAC. James has three daughters and seven grandchildren.

He currently resides in Aliso Viejo and is the "senior" CLOD as of this writing in December 2016. He continues to serve on the Montezuma County grand jury and has an application in for County Surveyor in Montezuma. He has many fond memories of his Tres Pinos visits with the early CLODS.

The above was compiled from information gleaned by Jeff Pratt, Ventura County, in telephone conversation with James during November 2016 and from biographical information obtained from the internet at <http://prabook.com/web/person-view.html?profileID=405257>



Clinton D. Beery - Fresno County CEAC President - 1972-73



Clinton Dale Beery, Fresno County's Director of Public Works for more than 19 years, passed away Friday January 10, 1992. He was 72.

A native of Nebraska (born December 31, 1919 in Farnam, Nebraska), he became Fresno County's Public Works Chief in May 1964. Before that he was an Assistant Road Commissioner in Kern County and an Assistant Civil Engineer for the California State Division of Highways.

Clint received his civil engineering degree from the University of California, Berkeley in 1951 and a Bachelor's Degree in business administration from Fresno State University in 1979.

Active in the County Engineers Association of California on both a regional and state-wide scale, he served as President of the CEAC San Joaquin Valley Region and was President of the State association in 1972-73.

Clint did an outstanding job for Fresno County and CEAC. During his career he was an influencing factor and guiding light to many young engineers.

A quiet, dedicated engineer, he was never heard to say anything critical of another person.

[This article appeared in a 1972 CEAC Newsletter prepared by Verne Davis.](#)

Donald Berton Head - Sonoma County

CEAC President 1973-74

NACE Western Region V.P. 1980-81 thru 1983-84

NACE President Elect 1984-85 and 1985-86

NACE President 1986-87

APWA Top Ten Public Works Leader 1975



Donald B. (Berton) Head was born February 18, 1928 in Sonoma County.

He passed away June 25, 2005 at the age of 77 in Santa Rosa, having lived his entire life in Sonoma County.

Donald retired from Sonoma County as the Director of Public Works in 1989 after a total of 40 years of service.

In his years with the Public Works Department he was credited with the modernization and consolidation of the county roads, bridges, and sewer systems.

Don was a very active member of CEAC having served a President in 1974. He was also active in the National Association of County Engineers, NACE, having served four years as Western Region V.P., two terms as NACE President Elect and the NACE President in 1986-87.

Don was married to spouse Lois for 53 years.

Donald Head was described as an outstanding individual, respected and enjoyed by all who had the pleasure of knowing him.

The above information was from a Summer 2005 CEAC Newsletter by Verne Davis.



L. Dale Mills - Kern County

CEAC President 1974-75



L. Dale Mills passed away quietly at home in his sleep on January 12, 2013. Born in a rural setting near Visalia, California, on June 2, 1928, Dale attended local schools there, including the community college.

In 1952 he graduated from the University of California, Berkley with a B.S. in Civil Engineering and began his professional career with an appointment as an officer in the U.S. Navy Civil Engineering Corps.

After completing Navy service, he quickly advanced through several public and private engineering positions to become San Mateo County Design Engineer. He built upon that experience to gain appointment in 1964 as Kern County's Deputy Road Commissioner. Five years of superior performance then led to his promotion as the County's Director of Public Works. He provided outstanding leadership in that key role for some 22 additional years until his retirement in 1991.

Because of his demonstrated competence, numerous responsibilities were added to Dale's administrative purview over his time as Director, until his department was ultimately charged with the planning and development of essentially all elements of the County's infrastructure, from transportation systems to solid waste management and wastewater treatment. Major projects completed under his leadership included the County Administrative Building, the County Public Services Building and the Bena Sanitary Landfill.

Following his retirement from Kern County, Dale entered private practice as a consultant, and the firm of Hawley Mills Secor Consultants was active both locally and statewide until disbanded in 2011 by final partner retirements. Dale was active in numerous engineering organizations including CEAC where he served as President in 1974/75. He also followed his military service with 22 years in the U.S. Naval Reserve, Civil Engineering Corps, rising to the rank of Commander.

Dale and his spouse, Alice (Atherton), were married 58 years, raised a family of five and were blessed with many loving grandchildren.

[Taken from a newspaper obituary dated January 2013.](#)

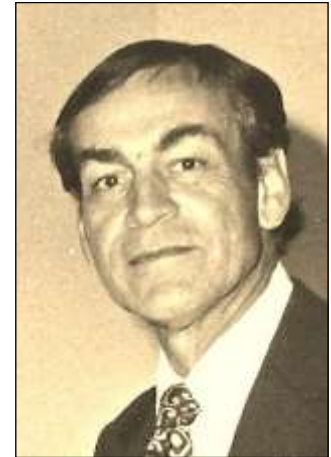


Clay Castleberry - Butte County

CEAC President 1975-76

“Albatross”

AKA Circuit Rider



Clay Castleberry grew up in Monroe, Oregon. He attended and graduated from Monroe High School, where in addition to his studies, participated on both the football and baseball teams.

Clay attended Stanford University in 1944, but left to enter the Navy where he served until being discharged in late 1946. He then commenced studies in civil engineering at Oregon State University earning a Bachelor of Science Degree in 1950, after only 3.5 years.

Not long after college, he began work as the Deputy Director of Public Works in Butte County under Director Raymond “Pete” O’Neill (Fellow CLOD and CEAC President in 1959-60). He succeeded Mr. O’Neill as Director of Public Works in 1965 and then proceeded to serve as the Director until retirement in 1984.

In Butte County, Clay worked on many many projects over the years, including the Oroville Dam, but is proudest of a campaign he initiated to rebuild the covered bridge at Oregon City. Using donated building materials and volunteer labor, Clay guided the effort to “create instant history.”

During his long tenure in Butte County, Clay found time to dedicate many hours and expertise to CEAC, serving as President in 1975-76. His stature garnered him the bird name “albatross” by the CLODS and was also known far and wide as the “Circuit Rider” for his many job assignments after retirement from Butte County.

Clay has taken on over 65 interim jobs and assignments since his retirement in 1984. These include Interim Public Works Director, Interim City Engineer, Interim City Administrator/Manager, Road Commissioner, Director of Transportation, Manager, Management Consultant, Problem Solver, Expert Witness, Airport Manager, Facilitator, Mediator, Grant Writer to name a few. His work as “Circuit Rider” has taken him into many counties including Sutter, Trinity, Lassen, Tehema, Plumas, Mariposa, Alameda, Sonoma, Nevada, and San Benito and into cities including Santa Rosa, Hollister, Oroville, Elk Grove, Suisun City, Susanville, Menlo Park, Truckee, Cloverdale, Wheatland, Etna, and many more. He had multiple stints in both Oroville and Menlo Park.

In many of these assignments, Clay included provisions in his contracts for termination. In at least one City contract he had a one-half hour cancellation clause, available to both he and the agency. He said of all the jobs he had over the years the shortest lasted only three hours. He recalls, “I was hired at the beginning of a City Council meeting in the City of Orland, and was fired three hours later, before the meeting broke up, without saying one word.”



CLOD

Clay Castleberry (continued)

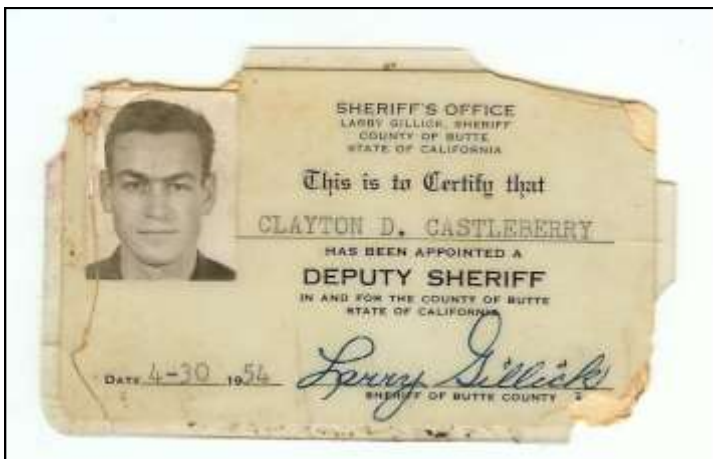
Clay continued to add to his formal education over the years with continuing education through courses at the University of California, the University of Maryland and Purdue University. Clay has California RCE license number 14224 and has a lifetime California Community College Credential. Also, he has a certificate to perform marriages and has done so in the past.

Clay has been involved in a myriad of community activities including the following: Served on Butte Community College Board of Education; Oroville Union High School Board; Butte County Board of Education; Member of the Oroville Chamber of Commerce; Member and Past President of the Oroville Rotary; Member of E Clampus Vitus; Member of the Philomath International Slide Rule Society; Member of the Oughtred Society of Slide Rule Collectors and Historians; Member of the International Slide Rule Group. Clay as well has an extensive collection of all types of slides rules with accompanying history.

Clay was married to his loving wife Donna for 59 years until her passing in October 2015. Clay and Donna have a son Steve (currently the Director of Public Works in Nevada County as of this writing in 2016) and two grandchildren.



Donna and Clay



Text information taken from Clay's Personal Resume dated August 2006, other sources, and conversations.



Irvin L. Mohar - Los Angeles County CEAC President 1976-77



Irv Mohar, Road Commissioner for Los Angeles County, CEAC President in 1977 and respected CLOD passed away on April 20, 2008 in Sylmar, California at the age of 90.

Born in St Louis, MO, Irv and his family moved to Los Angeles when he was two years old. He attended Horace Mann Junior High and Los Angeles High School. He later earned his Bachelor's degree from the University of California and his engineering degree from the University of Southern California.

Irv joined the Los Angeles County Road Department after his military service from 1941-1946. He was a First Lieutenant in the Corps of Engineers and a World War II combat engineer Unit Commander in the Asian-Pacific Theatre.

From the time Irv became a Road Department employee in 1948, he held various leadership positions, including becoming the first Division Engineer for the Programs Development Division. He served for over 30 years.

During his tenure as Road Commissioner, he left several legacies, including establishing the contract cities program and his ability to develop workable methods to keep the Board of Supervisors informed about departmental projects and programs. Irv also operated on the principle that the public could best be served if the Department ran like a successful business.

In addition to being CEAC President, Irv established another career first when he was named the first ever recipient of the famed Buffalo Bull Award in 1972 for planting plastic trees in the median of Jefferson Blvd in Los Angeles.

After leaving the Road Department, Irv served as a private consultant for various public works projects. He enjoyed traveling with his wife, Janet, crossword puzzles and good food.



S. H. “Sid” Cantwell - San Mateo County CEAC President 1977-78



Sidney H. Cantwell, a resident of Palo Alto, California, passed away on September 6, 2015 at the age of 92.

Born in San Francisco to Sidney (Sr.) and Helen (Behrens) Cantwell on October 19, 1922, Sid graduated from Burlingame High School in 1940. He attended San Francisco Junior College and worked at W.A. Bechtel Company before completing Flight Preparatory School in San Luis Obispo, Ca.

He served in the Navy as an aviator during World War II, flying with squadron VPB 114 in specially modified B-24 bombers, patrolling for submarines. He remained active in the Naval Reserves, retiring after 25 years, earning the rank of Captain.

After the War, he completed his civil engineering studies at San Jose State and joined the San Mateo County Engineering Department in 1948. Sid became Chief Deputy in 1963 and was elected to the office of Director in 1970. He was the last elected to this position as it later became an appointed office. Sid retired as Director of Public Works in March of 1982.

Sid married Carol Walker of Burlingame in 1943. In 1947, they moved to Menlo Park where they raised their nine children. They later divorced and in 1991, Sid married Pauline Gunderson. Sid and Pauline traveled extensively abroad and in the U.S., including yearly visits to Pauline's hometown of Waddington, New York.

In March, 1981, he successfully challenged a provision in San Mateo County's retirement plan that prohibited including his war service time towards his county retirement pay. The Supreme Court later affirmed the lower court's decision, ruling in his favor.

Sid was an avid golfer and was a member of the Shoreline Seniors at Shoreline Golf Links in Mountain View.

Sid is survived by his wife of 24 years, Pauline of Palo Alto, his nine children, Ginny Stevenson of Roseville, Gail McCann (Bill) of Redwood City, Chuck (Linda) of Mountain View, Fran of Redwood City, Mary Shaw of Lincoln, Cathy Pearce of La Mesa, John (Charlene) of El Cerrito, Anne Solomon (Larry) of Windsor, and Diane Corso (Michael) of San Francisco, sister Jean Azevedo of Petaluma, eight grandchildren and two great-grandchildren. He was predeceased by his former wife, Carol.

He was our hero and always our "Go To Guy". He was the epitome of honesty, humility, humor and unconditional love.

[Taken from obituary published in San Francisco Chronicle on September 20, 2015.](#)



Eugene H. Knapp - Solano County CEAC President 1978-79

The following article appeared in a 1985 CEAC Newsletter prepared by Verne Davis. A few sentences were deleted to protect the good names of innocent parties.



This quiet, dignified engineer, with a delicate sense of humor, is our State representative to the National Association of County Engineers. He is well known throughout the United States for his engineering expertise, dedication and ability to “get things done.” An example of this, and the determination to succeed, has been displayed through-out his life.

He was born September 21, 1928 in Seattle, Washington, which no doubt contributed to the 1929 financial crash in this country.

At age 15, he dropped out of school and went to work for the Bureau of Reclamation. Three years later, after becoming Chief of Party on a survey crew, he left the Bureau and joined the United States Army, serving in Korea. While in Korea, Gene met George Protopapas, present Director of Public Works, San Luis Obispo County.

After Korea, Gene returned to civilian life and began working, saving money for his future education. He sold books and magazines, door-to-door, from San Diego to Seattle, meeting some very interesting people. Some weeks he would not sell a magazine, but as we all know, “There is more to success than just money!!”

He eventually decided to go back to school and moved to Vallejo, California, where he planned to work and go to school. No sooner had these plans been finalized when the Army called him back to active duty in the Korean War.

In 1951, he returned to Vallejo, worked at night and attended day classes. Later, he transferred to the University of California, Berkeley, where he graduated in 1959 with a Bachelor of Science Degree in Civil Engineering.....without the benefit of a high school diploma. DEDICATION, DETERMINATION AND DESIRE!

After graduation, he went to work for the State Bridge Department, married his wife, Jackie, and worked all over the State. In 1965 he entered employment with Solano County and was appointed Director of Public Works in 1971.

Gene is Past President of CEAC, a true CLOD in every respect, a member of the A.S.O.B.G.H. & P.E.S., and the best horseshoe pitcher in town!

Gene was honored on his retirement from Solano County on January 28, 1989 in Vallejo.



C. F. “Budge” Campbell - Mendocino County

CEAC President 1979-80

NACE President 1994-95

“Horny Owl”

CEAC and NACE ‘County Engineer of the Year’

McIntosh Lifetime Achievement Award 2002



Carroll Francis Campbell, Jr., a longtime resident of Ukiah, known to most as Budge, passed away on Sunday, December 18, 2016 in Sunriver, Oregon. He was 83. Mr. Campbell was born on June 13, 1933 in Chico, California to Katherine Duensing Campbell and Carroll Francis Campbell, who nicknamed him Budge because of his headstrong disposition.

He graduated from Chico High, where he was an outstanding student and athlete, and later from California State University, Chico with a degree in civil engineering. While at Chico State, Budge earned seven varsity letters between 1951 and 1955, four in football and three in track. He was selected to the All-Far Western Conference Football 1st Team for three years and name to the 2nd Team in one year. He played both offense and defense. In track, he was All-Far Western Conference 1st Team for two years, the first year for low hurdles and the second for high hurdles. Budge was subsequently elected to the Chico State University Athletic Hall of Fame in 1996.

For his athletic prowess he was red-shirt drafted by the Los Angeles Rams. His attempt at the NFL, however, was eclipsed by military service in the Seabees, an engineering division of the US Navy. After service in the US Navy, Mr. Campbell went to work for Sonoma County, where he spent several years as a road engineer before assuming the position of Director of Public Works in Amador County. He and his family later moved to Ukiah in 1969, where he served as Director of Public Works of Mendocino County until his retirement in 1997.

In addition to being hired as the youngest director of public works in California, he retired as the longest-serving director in the State of California. He served as CEAC President in 1979-80, and in 1994-95 served as President of the National Association of County Engineers, a nation-wide organization of more than 2,000 county engineers, road managers and related professionals in the U.S. and Canada. One of his final projects in Mendocino County was construction of the Pioneer Crossing Bridge, a beam bridge over the Eel River on Eel River Road. He chose the all-encompassing name for the bridge because, as he explained, there were too many deserving people who lived and worked in Mendocino County to single out any one individual. Budge served as an officer of many professional organizations and made numerous contributions to his community and to county engineering.

A MacGyver before the MacGyver television series, Mr. Campbell was a resourceful man who could design, build or repair nearly anything, whether it was a county bridge or road, an award-winning 4-H rabbit cage, or an elaborate pulley system to move his daughter's belongings from her third-floor college apartment. He was also a certified pilot and flight instructor, avid outdoorsman, Freemason, and born cattle rancher. As Mr. Campbell often said, a person could accomplish just about anything he or she set their mind to.



Carroll F. Campbell (continued)

Mr. Campbell is survived by his two daughters, Colby Campbell and Kenzie Campbell, both of Sacramento, California; his son, Colton Campbell (wife, Marilyn) and grandson, Caden Campbell, of Washington, D.C.; his brother, John Campbell, of Paradise, California; his sister-in-law, Carla Brown, of Carmichael, California; his brother-in-law, Gilbert Jones, of Chico, California; several nieces and nephews; and his devoted canine companion of nearly 15 years, Riley. Mr. Campbell was preceded in death by his elementary school sweetheart and wife of 51 years, Ardis Campbell, as well as his oldest son, Craig Campbell. Funeral services for Budge were held on Thursday, January 5, 2017 in Ukiah, California.



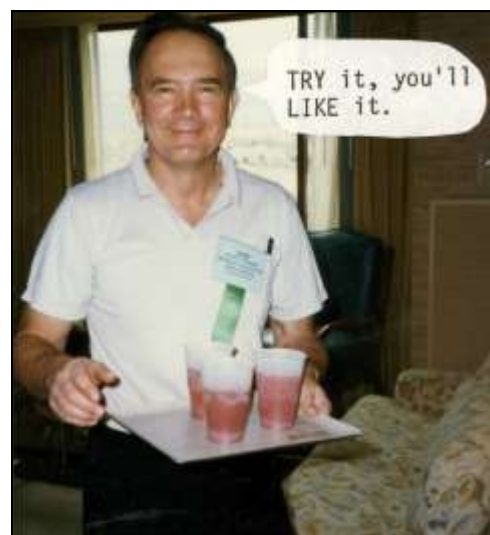
Budge sworn in as NACE President by
CEAC's Bill McIntosh



Budge and Bill McIntosh



Master of the CLODS' BBQ



Snap-E-Toms



Leland Steward - Santa Barbara County CEAC President 1980-81



September 6, 1922 - November 24, 2011

Leland Steward, 89, passed away peacefully at Santa Barbara Cottage Hospital, after a short illness and was surrounded by his loving family.

Leland was born in Kuiling, China, to Albert and Celia Steward, Methodist missionaries. He grew up in Nanking, China, and graduated from UC Berkeley where he met Beverly Kirk. They married on September 12, 1944, in Rhode Island while Leland was serving in the U.S. Navy. He went on to serve during World War II in military government on Okinawa. He retired as a commander in the Naval Reserve in 1966.

After the war, Leland and Beverly moved to Santa Barbara in 1946. He was soon hired by Santa Barbara County as an engineer in the Road Department and was soon promoted to county road commissioner and remained in this capacity for nearly 40 years, until his retirement in 1983.

Leland enjoyed gardening and serving his church, but his primary focus was as caregiver for his wife, who suffered from Parkinson's disease for most of their married life. One of the joys of his life was nurturing his children, grandchildren and great-grandchildren. He was the proud grandfather of eight and the great-grandfather of nine.



Lawrence A. Coleman - Tehama County
CEAC President 1981-82
“Boar Vulture”



Lawrence A. Coleman, known as Larry to family and friends, passed away at his home on April 16, 2011. Born in Santa Rosa, CA. to Alonzo and Katheryn Coleman in 1927. He was 84.

Larry married his loving wife, Willa D. Johnson, in 1952 in Long Beach, CA and they were married a total of 59 years in February 2011.

Larry graduated from Middletown High School in Lake County and followed with service in the U.S. Army Air Force from 1944 to 1946.

He subsequently attended and graduated from Santa Rosa Jr. College in 1949 and later earned a degree in Civil Engineering from the University of Southern California in 1952. He became a licensed professional engineer in 1958.

Larry enjoyed an extensive and fruitful career in engineering with employment in the City of Los Angeles, the City of Pasadena and the Chino Basin Municipal Water District in Ontario, CA. He served as Public Works Director and City Engineer in the Cities of Upland and Novato. In 1968 he became Public Works Director and County Engineer in Tehama County from which he retired in 1988 after 20 years of service.

Larry was active in numerous professional associations including CEAC where he was President in 1982. As an Honorable CLOD, he was also known as the “Boar Vulture”.

He was an active community leader through his membership and many years of work with the Boy Scouts, the Kiwanis, Wilcox Oaks Golf Club and local youth camps.

Larry very much enjoyed playing golf, fishing, and traveling with friends and family, especially those trips to Babine River in British Columbia.



R. J. “Rudy” Massman - San Diego County CEAC President 1982-83

Rudy was born in Los Angeles in 1921. He attended Grammar, Junior High, LA High, and graduated from UCLA while living in the same house. He joined the Navy in 1942, and spent some of 1943, 1944, 1945, on Destroyer DD 612 eventually ending WWII in Tsingtao, China. He returned to the U.S. in 1946.

Rudy then attended the University of California at Berkeley from 1946-1950 earning a Civil Engineering degree. He then took one year off testing submarines on first dives after weight changing overhauls prior to starting work with a private engineering firm in Los Angeles. This job just got started when he was recalled to the Korean War as Gunnery Officer on a Destroyer, DE 365.

In 1951 Rudy married Betty (the Girl next door- still married, same wife, two kids). He started his engineering career at age 32, in 1953 with a private engineering firm. In 1954 Rudy was hired by City of San Diego. He worked in the Public Works Department, Street Division. He obtained his civil engineering license in 1956 and shortly thereafter became first City Engineer for newly incorporated City of Milpitas, Santa Clara County, which he said was a wonderful experience He was there from 1958-1961.

In 1961, Rudy answered an ad by County of San Diego. He went to interview thinking they had an insider and he was just completing the need for interviewees. He was surprised when a job was offered to him by Dave Speer (CEAC President 1968-69) during the interview. Rudy moved through positions of Principal Engineer, Deputy Department Head, Assistant Department Head, and Department Head. During the 24 years he was there, the Department name was changed from Surveyor-Road Commissioner, to County Engineer, to Transportation Department, and finally to Public Works Department after the Department of Sanitation and Flood Control was merged into it. Rudy was appointed Department head in 1974 and served as such until his retirement on July 4, 1985.

In an e-mail to Ken Miller in 2015, Rudy had the following to say about some the interesting periods of his career:

I started at UCLA in 1939 at the same time as a fellow student named Jackie Robinson. He became much better known than me. My sport was Crew. I signed into the Navy in March of 1942.

I attended Cal from 1946-1950. Got to be a grind. Following graduation, I took one year working in Scientific Section, Hunters Point shipyard doing the calculations necessary to move weights so the ballast tanks could control the ships stability on dives. The rule was, He who does the calcs goes out on the test dive.



Rudy Massman (Continued)

After Cal I just started with a private engineer in Los Angeles when I was recalled for Korea. Went to San Diego to recommission a D.E. and spent my tour bombarding North Korea. (1951-1953) Having spent that much time with the Navy, I stayed with the reserves until retirement as a Commander.

In 1953, I went back to private Engineering Co. Sent to a school construction project on San Pasqual Indian reservation near Yuma. Learned the average ground temperature was 130 degrees while we poured concrete. Watched an Indian burial where all the dead man's possessions were burned. Learned that ceremony included the wife, all before the area became part of the U.S. The next job was to be in Mohave. We moved to San Diego.

City of San Diego: (1954-1957) First day on the job I was sent to where an equipment operator was killed as he tried to stop a runaway from hitting a child. Child not hurt. Operator had rested the blade on a manhole cover and it vibrated free. In water department saw the remains of cast iron pipe where only the carbon remained. You could push your finger through what looked like pipe. Soil is acid.

Passed Civil Engineer License Exam, 1956.

Milpitas (1958-1961). On job for about three months when big rain flooded basements of 200 houses in subdivision near highway 17. Next council meeting 200 angry families were at council meeting. End of meeting mayor said to me. "If you had been the one who approved the plans, tonight we would have fired you." Okay, we pumped out the basements.

Later I tested the soil, highly acid, changed from cast iron to transite. Of course now I know transite had other problems.

I came up with good set of standards and watched as council held an illegal (Brown Act) Meeting in Walnut Creek to vote on whether to fire me because they were getting complaints from subdividers that things were too tough. They asked the City Engineer about Walnut Creek standards. Same as ours. They voted 3 to 2 to keep me.

My major appreciation from the Milpitas years was for the help that came from other cities and the County of Santa Clara when I asked questions or for help. Like Fresno on laying flat run sewers, Or cities in San Mateo on installing pumps because of water table subsidence. Jay Enoch of Santa Clara county provided inspectors when we didn't have enough staff or know how.

There were many highlights in San Diego County. I'll tell about Light Rail. The County had a regional planning agency with a staff recommending a "Heavy Rail" concept. It became a major political fight between the California Senate Pro Tem leader, and the mayor allied with some supervisors. I was directed to set up a small study group to study the choices and make recommendations. We recommended "Light Rail" By the way the difference involves "Right of Way" conditions, not hardware. In any event, I was ordered not to speak about transportation in public, not to publish the report. We did anyway, and we got into the middle of the political tug of war. The order was rescinded after public protest. Attached is a page from a report on light rail written by a transportation prof at Florida State.

During this time I got to enjoy a few years with CEAC, and the Board of Supervisors gave permission for us to spend time on CEAC business.



Verne L. Davis - Merced County

CEAC President 1983-84

“Whooping Crane”

McIntosh Lifetime Achievement Award 2000

CEAC Newsletter Editor 1985 - 2005



Verne Leroy Davis was born February 11, 1925 in Halstead, Kansas, the first of ten children born to Glenn and Dorothy Davis. He and his mother and dad moved to Southern California in 1926 and relocated to Plainsburg, in Merced County, in 1932. Upon graduation from Le Grand High School in 1943, he volunteered and served in the U.S. Navy during WWII from 1943 to 1946 spending most of his military duty in Alaska.

On August 6, 1949, Verne married the love of his life, Dawn Ione Lincoln of Le Grand. She was his devoted wife of over 60 years. When was once asked to comment on his life, Verne said “There are so many wonderful memories, but the very first thing that comes to mind is when Dawn and I were married in Le Grand. It was a beautiful garden wedding in her folks backyard, and everyone was happy.”

Verne began work for Merced County in September 1947. He served the County well for over 38 years. He rose through the ranks and was Merced County’s fourth Road Commissioner and the very first Director of Public Works. He retired April 1, 1985 and was honored by a retirement party at the Merced County Fairgrounds. Verne was editor of the CEAC Newsletter for 20 years from 1985 through 2005.

Verne was a 53 year member of Merced #83 American Legion, a 50 year member of the Yosemite Masonic Lodge #99, life member of the Merced Historical Society, the first President of the Merced High School Booster Club and a Fresno Tehran Shriner. His hobbies, long ago, included golfing and water skiing (He said he wasn’t very good at either one), but he did play a great game of softball.

On April 17, 2010, just before his passing, he and other Merced County residents over 85 years in age were honored for their longtime contributions to the community.

A friendly, caring individual with a great sense of humor, and whose word was his bond. He will truly be missed by all.

Verne was preceded in death by his parents, Glenn and Dorothy Davis of Planada, two brothers, Don Davis of Saugus and Roy Davis of Merced and a sister Jackie Ralls of Chowchilla.

He is survived by his loving, devoted wife Dawn, son Verne (Sam) Davis II and his wife Debbie of Crows Landing; daughter, Cathy Davis Buljan and John Lupo of Sonora and two beloved granddaughters, Courtney Dawn Buljan of Sonora and Nichole Dyan Davis of San Francisco .

VerneYou Done Good!



George C. Protopapas - San Luis Obispo County CEAC President 1984-85



George Constantine Protopapas was born in 1927 to parents George G. Protopapas and Fifi Kranga.

He graduated from the University of Michigan in 1951 with a Bachelor of Science Degree in Civil Engineering. The University's alumni magazine of February 7, 1953 reported that, at the time, George had been made a First Lieutenant at Ft. Sherman in the Canal Zone, where he served as Platoon Commander for the 370th Engineers Amphibious Support Regiment's Boat Battalion.

George married Beverly Jean Kazan in 1954 at the age of 26.

George started work in San Luis Obispo County in 1965 as a design engineer. He had previously worked for the State Division of Highways (now Caltrans), Orange County and in private practice.

At San Luis Obispo County, he became the County Surveyor and Road Commissioner in 1967 and County Engineer in 1970. George served in these positions until his retirement in 1991.

Following retirement, in 1992, George authored the "Ten Commandments of Political Engineering," which has appeared on several occasions in the CEAC Newsletter. His commandments have been used in many other publications and settings, including seminars, to provide constructive education for public works officials on interacting with the public and boards of supervisors.

George has been a life long motorcycle enthusiast. On several occasions, when attending the University of Michigan, he even road his motorcycle, a 1948 "Indian Chief", from his home in Laguna Beach, California to Michigan and back. This of course was long before any freeways were available.

George currently resides in Arroyo Grande, California.



George and his "Indian Chief"



Condor drawn by George

Appears on his personal letterhead



Lloyd H. Roberts - Yolo County CEAC President 1985-86



Lloyd Roberts passed away on Tuesday, October 8, 2013 at Stollwood Convalescent Hospital in Woodland, at age 84.

Lloyd was born in Oakland California on April 29, 1929 and attended schools in Rodeo and Richmond, California. Lloyd served in the Army during the Korean War, achieving the rank of first lieutenant. He later earned a degree in civil engineering in 1956 from the University of California, Berkeley. After graduation, Lloyd became a licensed civil engineer, working for four years at a large engineering firm in San Francisco followed by three years as City Engineer for the City of Pinole.

Lloyd and his first wife Marilyn moved to Davis, CA in 1963 when he began work for Yolo County, where he worked for 25 years until his retirement from the position of Director of Public Works and Transportation.

During his career, Lloyd served as Executive Director of the Yolo County Aggregate Producers Association, Director of the American Public Works Association Chapter, President of the Maintenance Superintendents Association of California and President of our CEAC organization in 1985-86.

Following retirement, Lloyd remained active by first designing and building a new home in Grass Valley and later with a friend Peter Pettler, invented and patented a device for detecting ice on road pavement. Lloyd enjoyed traveling to numerous locations around the world with his second wife Roseanne.

Lloyd was an active father in Boy Scouts in the 1970s and enjoyed golfing. He was also an avid model railroader who belonged to several model railroad and railroad historical societies in California and Nevada. His own exceptional model railroad layout was featured in an article in 'Model Railroader' magazine.

At the time of his passing, Lloyd was survived by his wife, Rosanne, sister Marian, sons Doug and Paul and multiple grand children and great-grandchildren.

[Information from obituary which appeared in CEAC Newsletter in 2013.](#)



Thomas A. Tidemanson - Los Angeles County
CEAC President 1986-87
APWA Top Ten Public Works Leader 1986



Attended the University of Colorado/Boulder and the University of Southern California.

Tom began his career with the Los Angeles County Road Department in 1967 as a Division Engineer. He was appointed the County's Road Commissioner in 1979 following the retirement of Irv Mohar (CEAC President 1976-77).

Tom helped organize and then served as the first Director of Los Angeles County's Department of Public Works from 1985 to 1994. As Director he oversaw a department of more than 3,800 employees and a budget of \$700 million. The department is responsible for roads and flood control, water conservation and sewer systems in 4,000 square miles of unincorporated areas, and administers five airports.

During his career, Tom was actively involved in numerous professional organization and associations including CEAC, APWA, NACE and ASCE.

Los Angeles County Public Works Director Thomas A. Tidemanson retired in March 1994 after more than 38 years of county service.

Tom and spouse, Lolie, were married in 1959 and have daughters Linda and Debbie. They currently reside in Whittier, California.



Tom Tidemanson
1984



Richard W. Curry - Shasta County CEAC President 1987-88



Richard “Dick” Curry was born in Great Falls, Montana on July 3rd 1933 to Sam and Mable Curry.

He graduated from Great Falls High School and then from Montana State College with a degree in civil engineering. Dick was active in student government at Montana State, including being senior class president. During summers, while in college, he worked in the Anaconda Copper Mining Company’s engineering department.

Following college, he was commissioned a 2nd Lieutenant in the U.S. Army in 1955.

After completing his military service, he worked as a civil engineer for the Los Angeles County Road Department until 1965. At that time he was hired as Deputy Director of Public Works for Shasta County. He was later appointed the Director of Public Works in 1968 and served in that position until his retirement in July 1994.

Dick married Patricia Gahring in 1959. They have two sons. Mark, who is now a superior court judge in Placer County, and has two grown sons. Dick and Patricia’s other son is Christopher, a banker, who with his partner, lives in London, England.

Dick and Pat moved to a Sun City community in Lincoln, California in 2000. There, Dick plays golf, paints and makes handsome clay sculptures. They spend the rainy winter months in sunny Arizona.

[Prepared by Dick Curry in March 2017.](#)



Arthur E. Goulet - Ventura County
CEAC President 1988-89
CEAC Engineer of the Year 1995



Art Goulet was born and raised in the Bronx, New York City, the son of a stockbroker. He graduated from high school at the age of 16 and continued his education at the Cooper Union School of Engineering in New York.

Art holds a Bachelor of Science Degree in Engineering and a Masters of Public Administration Degree. He also attained a certificate in highway traffic from Yale University.

In 1958, he moved to California where he spent two years working for Caltrans doing inspection and surveying on the Interstate 215 construction through the City of San Bernardino. He went back to the east coast for a short time, then returned to Southern California in 1961 as the traffic engineer for the City of San Bernardino.

At the age of 28, Art became the Director of Public Works for the City of Corona in Riverside County.

In the early 1970s, he formed an engineering firm, CG Engineering, with a friend, doing business in the general area of San Bernardino, Loma Linda and Redlands, California. Eventually, as Art put it in an article upon his retirement from Ventura County, "I got bored with being a consultant"... and "I needed more challenge and variety." At that time in about 1977, he moved on to Ventura County where he became the Director of the Ventura County Public Works Agency. He continued as the Director of the Agency for a total of 22.5 years until his retirement in March 2000.

During his time in Ventura, Art moved through the chairs of CEAC, serving as President in 1988-89. He was often called upon by CEAC, both during his work career and in retirement, to represent CEAC with his expertise in transportation, flood control and other engineering matters before legislative committees, the California Transportation Commission and at other meetings of importance to CEAC's mission.

In retirement, Art has continued to serve on many committees and boards in Ventura County. He served as a member trustee and the President of the Retired Employees Association of Ventura County for 10 years. He has also served on the California Retired County Employees Association Board of Directors.

Art and spouse, Judy, live in Camarillo, California and have two children and three grandchildren.

[Information taken from an article in the L. A. Times / Ventura County News dated March 30, 2000 and other miscellaneous sources.](#)



Richard D. Welton - Fresno County

CEAC President 1989-90

“Parakeet”

CEAC Engineer of the Year 1994

NACE Urban Co. Engineer of the Year 1994



Richard Welton retired in 1996 as the Director of Public Works and Development Services of Fresno County.

He was born in Los Angeles, and had four brothers. His father, Cecil B. Welton, was a heavy construction manager of tunnels, highways, missile bases, and the underground Norad Project in the Cheyenne Mountain in Colorado. The family lived in Oregon, California, Nevada, Arizona, and Colorado. This caused Richard to attend various grammar and high schools. He attended the University of Arizona, and eventually graduated in 1959 with a Civil Engineering Degree from Chico State University.

Richard started his professional career with Fresno County as a public works party chief, then as a resident engineer, maintenance engineer, and then design engineer. He moved on to Tulare County as the Assistant Director of Public Works. He followed this position as the Deputy Director for Public Works for Merced County before returning to Fresno County. When returning to Fresno County, he became the Director of Resources and Development. At this point, he participated in consolidating the existing four Departments of Public Works, Resources and Development, Planning, and Community Development, and was appointed to head the new Department of Public Works and Development Services.

His professional involvement included the following:

- National Society of Professional Engineers
- American Public Works Association
- National Association of County Engineers (NACE)
- California Society of Professional Engineers (CSPE)
- County Engineers Association of California (CEAC)
- Representative for CEAC to NACE from 1991 to 1996
- Appointed by Governor Wilson to serve on the Local Government Technical Advisory Committee of the California Integrated Management Board from 1993 to 1996
- Member of the California State University School of Engineering and Computer Science Advisory Board



CLOD

Richard Welton (continued)

- MBA Class Instructor in 1989
- Member of the Fresno County Flood Control Board including Chairmanship for one year.
- Outstanding Civil Engineer in Public Service for 1988 by the Fresno Branch of the American Society of Civil Engineers
- Executive of the Year by the Professional Secretaries International in Fresno County in 1983
- Boy Scout Leader
- Boys Indian Guide Leader

Richard and his wife of 60 years, Carol, have a daughter, Kimberly, and two sons, Steven, and Kevin. They have 7 grandchildren and 6 great grandchildren.

Richard has enjoyed his hobbies of golfing, hinting, fishing, traveling, and studying the philosophy of Abraham Lincoln.

[As Prepared by Richard Welton in March 2017](#)

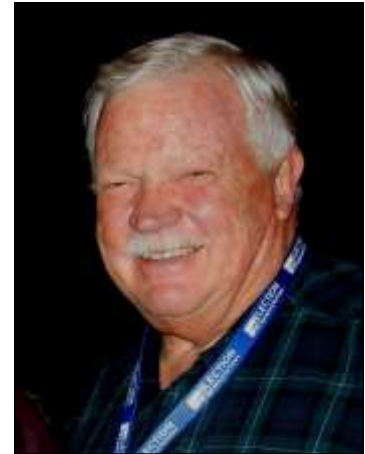


Richard Recognized for Year as Chairman of
Fresno Co. Flood Control Board





J. Michael Walford - Contra Costa County
CEAC President 1990-91
CEAC Engineer of the Year 1993
APWA Top Ten Public Works Leader 1996



Michael Walford, Director of Public Works in Contra Costa County, was born and raised in Bakersfield, a third generation native of California.

He graduated from Bakersfield High School in 1958 and Bakersfield Junior College in 1960 while working part-time (nights) for the Dale Mills Oil Company's slant drilling operation in Kern County.

His love for water, sailboats of all sizes, water skiing, and the outdoors was developed on, and along, the Kern River, which was popularized by country singer Merle Haggard, Mike's life long singing idol.

Mike graduated from the University of California, Berkeley in 1963 with a B.S. Degree in Civil Engineering. He received his California State Registration License in 1966.

Upon graduation from the university, he immediately began his employment with Contra Costa County as a Junior Civil Engineer and worked his way up through the ranks and was appointed Director of Public Works in 1980.

As Director of Public Works, he was responsible for the organization and policy guidance of the Public Works Department, consisting of over 275 employees and a budget in excess of \$25 million, involved in road and flood control facility design, construction and maintenance; domestic water and sanitary sewer services; Buchanan Field Airport; and miscellaneous related activities. The position also included the legal duties of Toad Commissioner, County Surveyor, and Chief Engineer of the Contra Costa County Flood Control and Water Conservation District; Contra Costa County Storm Drainage District; County Storm Drain Maintenance Districts; and County Sanitation Districts.

Mike and spouse Pam have two children, a daughter Marya, and a son David.

His extracurricular activities have included backpacking, bicycling, photography, sailing, skiing, and total involvement as a scoutmaster for the Boy Scouts of America. Mike and Pam have also spent many many days traveling the world.

Mike has been described as a thoughtful, gentleman first class, who has contributed much to CEAC's success.

[This article was taken from a 1989 CEAC Newsletter prepared by Verne Davis.](#)



David A. Gravenkamp - Siskiyou County

CEAC President 1991-92

NACE Western Region Vice-President

“Roadrunner”

McIntosh Lifetime Achievement Award 2005

CEAC Engineer of the Year 1992 & 1998

APWA Top Ten Public Works Leader 2002



David Gravenkamp was born in 1937 in Anawa, Iowa. He was late arriving, but his mother and dad were proud of him just the same. He wouldn't tell what month he was born because he didn't want anyone to know his age.

Dave graduated from high school in Council Bluffs, Iowa. Being very talented in mechanical engineering, wood craftsmanship, and quilting, he had to make a decision.....whether to become a mechanical engineer, a structural engineer, or because of his quilting skill, a civil engineer.

In his senior year at Council Bluffs High School, he won the City Quilting Contest, which immediately convinced him that it would be a simple task for him to become a civil engineer. His parents, because of his mechanical engineering and wood work proficiency, wanted him to become a clockmaker, because at that time there were very few clocks in the State of Iowa and the people “didn't know the time of day.” But Dave, after whipping out another quilt, attended Iowa State University, graduating with a B.S. Degree in Civil Engineering in 1959.

After college, he worked for the Los Angeles County Road Department until moving to Siskiyou County in July 1964 where he was employed by the Road Department. Two years later, Al Powers, Road Commissioner, passed away and Dave was appointed his replacement on August 1, 1966. The Siskiyou County Department of Public Works was formed in 1973 combining the Surveyor/Engineer and Road Department, and Dave was appointed its first Director, a position he held until his retirement in 2002.

In 1985, Dave again graduated, this time from Chico State University, with a Masters Degree in Public Works Administration and about the same time opened a side business, Dave's Clocks, in Yreka, California.

Dave and spouse, Susan, have six children, three boys and three girls. His interests over the years have included coaching youth baseball, golf and his continuing business of constructing and repairing clocks.

Dave is an outstanding individual in every respect, one who reflects humor, friendship, pride and has served CEAC in many ways. In addition to his positions of Secretary, President-Elect, President, and Historian for CEAC, Dave was also very active in the National Association of County Engineers and served as on the NACE Board of Directors as Western Region Vice-President. He is continuing as CEAC Historian in 2016.

[The majority of this article came from a 1991 CEAC Newsletter prepared by Verne Davis.](#)



Robert L. Sans - San Mateo County

CEAC President 1992-93

Robert Lawrence Sans was born in 1928 in San Francisco to Ethel and Justin Sans. Bob attended St. Cecelia's Elementary School, Lincoln High School. After graduation from high school in 1946, Bob enlisted in the U.S. Army and served his country as part of the occupation forces after WWII in Tokyo, Japan.

Next for Bob was Santa Clara University, where he attended under the G.I. Bill majoring in civil engineering until the money ran out and he had to choose between starvation and employment.

He began his career on a survey crew with the Division of Highways (Cal Trans) in 1950 and over a period of years worked his way through a number of promotions to the position of Associate Highway Engineer. He joined the San Mateo County Department of Public Works in 1959 as an Associate Highway Engineer. He was promoted to Assistant Road Superintendent then Senior Highway Engineer. Bob became Deputy County Engineer in 1970. His hard work and dedication resulted in his appointment as the Director of Public Works for San Mateo County in 1982. A position he held for 12 years. Bob retired after 45 years in public service.

In 1951 he married his lifelong sweetheart Claire and together they had six children. Bob and Claire settled in Redwood City California, living in the same residence for 60 years. Together they were active in the community and St. Pius Parish. Bob passed away peacefully on July 11, 2013.

Bob led by example and was considered a respected leader by the organizations he belonged to. He was an active member of Peninsula Sunrise Rotary, the Salvation Army and Sons In Retirement (SIRS). He belonged to the Founders Club for the San Mateo County Credit Union. He served on many committees and boards in the community throughout his life. His retirement years saw many hours of dedicated community service, countless rounds of golf and world wide travel.

His son said his dad will be remembered as a wonderful father who gave to his family unconditional love, honor and respect. His sense of humor, practical jokes and his competitive nature will be truly missed. He taught us to be humble and giving of spirit, he shared with us an unwavering faith in God and family.

Bob was preceded in death by his wife Claire. He is survived by his six children. He was the proud grandfather to 13 grandchildren and 5 great-grandchildren. All of whom will miss his laughter and bright smile. A Mass of Christian Burial was held at St. Pius Catholic Church July 16, 2013 with internment following at Holy Cross Cemetery, Menlo Park, California.

[Information from obituary July 2013.](#)

Henry Hirata - San Joaquin County
CEAC President 1993-94
CEAC Engineer of the Year 1996



Henry Hirata, Director of Public Works in San Joaquin County, was born and raised in Linden, California with the exception of when his family was interned during World War II in Manzanar Relocation Camp in the Mojave Desert and again when he served his military duty in Germany.

He graduated from Linden Union High School in 1954 and Stockton Junior College in 1960 while working on the family farm. Henry graduated from the University of the Pacific in 1964 with a B.S. Degree in Civil Engineering. He became a registered professional engineer in California in 1971.

While being assured by the Dean of the School of Engineering that he would graduate in 1964, Henry began employment with the California Division of Highways as a Junior Civil Engineer. Six months later, Henry took a pay cut and accepted a position with San Joaquin County as an Assistant Civil Engineer. Following four different position assignments in the department, He was appointed Director of Public Works in 1982.

As Director of Public Works, he was responsible for the organization and policy guidance of the department, consisting of over 350 employees and a budget in excess of \$74 million in the planning, organizing, directing and coordinating the activities of the department including engineering, surveying, roads, bridges, solid waste operations, transportation, public water and sewer utilities, water resources, flood management, public services for private developments, fleet services, the county area transit (cat) system, rail staff support and other programs. The position also included the legal duties of the County Surveyor, County Road Commissioner, County Flood Control Engineer, Executive Director of the San Joaquin Regional Rail Commission, and County representative to various committees. Henry retired in 2000 after 36 years with the County.

In 1991, Henry was appointed by the U.S. Department of Transportation as the Federal Highway Agency Region 9 County Road Advisor to represent the eight states within the region. During his term in this position, he worked with the Arizona County Engineers Association to develop the FHWA Region 9 County Engineers Conference in Laughlin, Nevada, which resulted eventually in the Western Regional Conference, which is currently attended by County Engineers in the Western Region of NACE.

Henry and spouse, Alice, had two daughters, Lori (who passed away at age 34) and Karen, who is married to James Cariel who have two children, Jacob and Kaylee.

Henry's extracurricular activities have included working on hot rods, home improvement projects, playing and coaching basketball, Rotary activities, traveling, attending concerts, supporting the University of Pacific sports, and spending time with family. [Prepared by Henry Hirata in 2016.](#)



S. Harry Orfanos - Imperial County

CEAC President 1994-95



S. Harry Orfanos, 78, passed away Wednesday March 14, 2012. Harry was born in Calexico to Harry and Irene Orfanos.

He was a 1952 graduate of Calexico High School and joined the U.S. Marine Corps in 1953. He married Maggie Burt in 1953 and they were married for 48 years before her death in 2002.

He received his Bachelor of Science degree in Civil Engineering from San Diego State University in 1960. He began work for the Imperial County Public Works Department in 1965 and became Director of Public Works in 1983, retiring in 1996.

Harry was a long time member of the American Society of Civil Engineers and was an active member of the County Engineers Association of California, serving as President in 1995 and as an Honorable CLOD until his passing.

Harry was actively involved in Our Lady of Guadalupe Church in Calexico and was a Fourth Degree Knight of Columbus.

Harry is survived by his wife Emily (Palacio) Orfanos whom he married in 2007, five daughters, one son, one stepson, one stepdaughter, fifteen grandchildren and two great grandsons.

[Information from obituary March 2012.](#)



John Mitchell - Lassen County

CEAC President 1995-96



John David Mitchell was born on November 20, 1940 in Susanville, California the son of Dave Scott Mitchell and Dorothy (Thomasson) Mitchell Burns.

John attended Shasta College where he received an Associate of Arts degree in 1960. Around the same time period he worked in building design for Grogenberger Masonry, in Redding California from 1958 to 1960.

John then began a long 35 year career with Lassen County in Susanville, first as an Assistant Engineer from 1961 to 1967, then as an Associate Engineer and Deputy Director of Public Works from 1967 to 1974, as an Associate Engineer and County Surveyor from 1968 to 1974, as a Senior Civil Engineer, County Engineer and County Surveyor from 1974 to 1987 and finally as Director of Public Works, Road Commissioner, County Engineer and County Surveyor from 1987 until his retirement in 1995. John, had big shoes to fill as Director of Public Works as he followed renowned and honorable CLOD, Bill McIntosh, in that position.

John was registered as a civil engineer in California and as a licensed land surveyor in both California and Nevada.

During his tenure with the County, he was the recipient of a bridge design awards from the Portland Cement Association in 1971, the Federal Highway Administration in 1983 and a National Award for Engineering Excellence in Highway Design in 1984.

Following retirement from the County, John was Director of Engineering for Bodega a firm in Reno, Nevada and later became vice president of the structural engineering firm FMCH, Inc., with offices in Sacramento and Reno.

John has also been a member of a number of professional organizations, in addition to CEAC, including the American Society of Civil Engineers and the American Public Works Association.

For a number of years now, John has resided in Prineville, Oregon. He recalls driving through Crook County from Portland and passing a sign on the highway that read: "John Day, Mitchell," signifying two nearby towns. He said to himself, "My name is John David Mitchell, and I said 'I am goin' home'". "I drove down the road and we came down this street and this house wasn't even for sale yet. We talked to a realtor down here and she introduced us and we bought the house that day. That's how we got here."



Douglas C. Wilson - Tulare County

CEAC President 1996-97

“Cardinal”

CEAC Engineer of the Year 1997

NACE Western Region Director 1998-99



Douglas Clark Wilson was born February 6, 1945 in Porterville, California to Glenn and Jessie Wilson, seven and a half years after the last of his two sisters.

His childhood through junior high school was spent in Porterville. At the age of 13 his parents bought a farm and moved. He then ended up going to Strathmore Union High School. While in high school he met Linda Ilene Little, who would become his wife even though they never dated during high school.

After high school, Doug attended College of the Sequoias in Visalia majoring in math/science-engineering. Not knowing whether he wanted to teach or go into engineering, he ultimately made the decision to become an engineer. During his sophomore year he served as Student Body Vice-President. While at COS he took a physics class from an instructor named L. B. “Luke” Augustson, who was teaching some classes as well as maintaining his position as the Assistant Road Commissioner for Tulare County, while the regular teacher was on sabbatical. The two developed a friendship which would be important in future years.

After COS, he transferred to Fresno State as a mechanical engineering major. In the middle of the second semester at Fresno State, his father passes away suddenly and Doug dropped out of school and returned to run the family farm. While he enjoyed farming and might have continued farm except for the loss of a first year grape crop due to the grape boycott in the San Joaquin Valley. Doug did not believe he could be happy continuing to work hard, but with the chance of losing money due to unknown circumstances, so back to school he went and changed his major to Civil Engineering. While at Fresno State, Doug was one of the founders of the Student Chapter of the American Society of Civil Engineers. While farming and later going to school, Doug reconnected with Linda and they were married.

While at school, Doug was able to get a summer job with the State Division of Highways and continued to work as a Student Trainee until his graduation. After graduation in June 1968, Doug continued to work for the Division of Highways, now as a Junior Civil Engineer. The rotation program took him to Traffic Engineering, Right of Way Engineering, Surveys, and Construction.

Shortly after graduation Doug again met Mr. Augustson, who had become the Tulare County Public Works Director. During this meeting Mr. Augustson encouraged Doug to come to work for Tulare County, but acknowledged that he should take advantage of the training offered by the Division of Highways, especially if he could rotate through the Bridge Department.

Douglas Wilson (continued)

While at the Division of Highways, Doug continued to be active in ASCE. He served as the liaison with the student chapter, served on the Board of Directors and started through the offices of the Fresno Branch.

In 1972, the Division of Highways began one of their cut backs. Doug was offered a transfer to the District Office in either San Francisco, Los Angeles, or San Bernardino. Being a rural valley boy, none of these seemed attractive, but San Bernardino seemed the most palatable. Before the transfer was final, Doug remembered his contact with his home county. He contacted Mr. Augustson, who indicated he had an opening for a Registered Civil Engineer. Doug had just recently received the results that he had passed the exam and accepted an Engineer III position with the County, starting work on September 1, 1972.

Upon the retirement of his long time mentor, Luke Augustson, Doug was named Public Works Director March 30, 1983. Doug later took on additional duties as the Director of Tulare County's Environmental Management Agency, a position he continued in until his retirement in 2004.



Doug served as Chairman of the CEAC Oversight Committee for a number of years before going through the CEAC chairs and serving as CEAC President in 1996-97. Doug was named CEAC "Engineer of the Year" in 1997. He has contributed greatly to the CEAC organization for many years and continues in 2017 as the CEAC Parliamentarian and one of the historical CEAC memory holders keeping both CEAC and the CLODS on the right track.

He was also active in the National Association of County Engineers, serving previously as Western Region Vice-President.

Doug has been an outstanding individual, providing excellent leadership at all times, and at the same time, reflecting friendship, dedication, pride and integrity.

Following his retirement from Tulare County, Doug began working for Willdan Engineering and has continued with Willdan as of the date of this writing in 2017.



Max Bridges - San Benito County
CEAC President 1997-98
“Carrier Pigeon”

Max Bridges was born and raised in Eureka, a third generation native of California.

He graduated from Eureka High School in 1964 and attended Humboldt State and Chico State Universities majoring in Civil Engineering. While attending college, Max worked for the California Division of Highways in District 1 as a Engineering Student Trainee. After leaving college in 1969 he accepted a full-time position in District 4 as an Engineering Aid II. In 1971 he was promoted to Highway Engineering Technician I and in 1972 he was promoted to Assistant Highway Engineer.

Max became a California Registered Civil Engineer in June of 1974 and in November of 1975 he was hired as an Assistant Civil Engineer in Del Norte County. He was subsequently promoted to Assistant Director of Public Works in March 1978; appointed Acting director of Public Works, September 1981; County Engineer, January 1982; and Director of Public Works, November 1983. The Del Norte County Department of Public Works was responsible for the duties of road, airport, engineer/surveyor, flood control, solid waste and special district functions of the County.

In March 1988 Max accepted San Benito County's offer to become its first Director of Public Works as well as Executive Director of the Council of San Benito County Governments (COG). As Director of Public Works he also assumed the duties of County Surveyor, County Engineer, Road commissioner, Integrated Waste Manager, County Service Area Manager/Engineer, Parks and Recreation Director, and Migrant Housing Manager.

Max left San Benito County in 1999 to accept the position of Executive Director of the North Coast Railroad Authority (NCRA), with responsibility for the restoration of freight and excursion passenger service to the former Northwestern Pacific Railroad on California's North Coast. This assignment included activities with a great number of state and federal funding and regulatory agencies as well as the local and regional jurisdictions served and impacted by the railroad.

In 2003 Max retired from public service and accepted a position with Willdan Engineering as North Coast Area Manager. In 2008 Willdan Engineering closed its North Coast office and Max was retained as a part time Civil Engineer and remains in that capacity.

Max and Dee Dee were married in Concord in 1970 and have one son, Jim, and three grandchildren--Zachary Max, Parker Rose and Kohana Summer.

Extracurricular activities have included hunting, fishing, Travel, Rotary, League of Women Voters and numerous other volunteer participations. [Prepared by Max Bridges in 2016.](#)



Mehdi (Mike) Madjd-Sadjadi - Marin County

CEAC President 1998-99

“Peacock”

CEAC Engineer of the Year 1999

CEAC Treasurer 1999-2014

CEAC Treasurer Emeritus



William D. McIntosh Lifetime Achievement Award 2017

Mehdi was born in 1939 in Kermanshah, Iran. After graduating from high school in Teheran, Iran, he came to the United States to attend college. He decided he should spend some time learning English before pursuing his engineering courses. (He spoke Kurdish at home and learned Persian when he began elementary school in Sanandaj, Iran.) He studied at the American University in Washington D.C. and Campbell College in Buies Creek, North Carolina. He then moved to California and attended San Francisco State and San Jose State (where he met his wife, Delores). He completed his studies at Sacramento State and graduated with a B.S. in civil engineering. He is a Registered Civil Engineer in California.

While attending San Jose State he worked for Alameda County Water District in Fremont as a Civil Engineering Technician. Upon graduation from Sacramento State he immediately began his professional career as a Junior Civil Engineer for Shasta County Department of Public Works. After two years with Shasta County he was offered employment with Melpar-Farmanfarmaian Consulting Engineers as a Civil Engineer and was assigned to their office in Teheran, Iran, to work on the Iranian telecommunications facilities for civilian and military use.

In 1970 he returned to the United States where his employment began with Marin County Department of Public Works as an Assistant Civil Engineer. He worked his way up through the ranks and held the positions of Associate Civil Engineer, Chief Building Inspector, and Deputy Director of Public Works. In 1989 the Board of Supervisors unanimously appointed him the Director of Public Works. The position of Marin County Public Works Director included the responsibilities and titles of Road Commissioner, County Surveyor, Purchasing Agent, General Manager of Marin County Transit District, Chief Building Official, and Marin County Flood Control and Water Conservation District Engineer.

As Director of Public Works he reported directly to the Board of Supervisors and was responsible for county roads, flood control and water conservation district, transit district, traffic, transportation, land development, county surveyor, and building inspection. In 1995 the former General Services Department (airport, communications, building maintenance, printing, real estate, capital improvement program, purchasing, vehicle



Mehdi Sadjadi (continued)

maintenance and acquisition) and the Waste Management Group were merged into the Public Works Department. The vehicle maintenance, radio communications, real estate, and printing services were then expanded to include many cities, agencies, and special districts in the county. The department also took on the responsibility of many city engineering functions for the towns of Tiburon and San Anselmo.

Mehdi was fortunate to be supported by a dedicated, talented, and competent staff. The accomplishments of this department under his direction include:

- Urban Search and Rescue (USAR). Formed a local USAR team in partnership with the County Fire Chief. The team members specialize in structural engineering, hazardous materials, heavy rigging, search, logistics, and rescue. The goal is to assist in and provide the safe rescue of survivors of disasters and to reduce the loss of life.
- Communication System. Initiated a county-wide effort to pull together all relevant agencies with a single radio communication system, the Marin Emergency Radio Authority (MERA). This JPA included all county agencies, all major city agencies, utilities, and other related services.
- Waste Management. This division received an award from the state's Integrated Management Board in recognition of Marin's highly successful program in achieving the state mandated 50% diversion of waste from landfills.
- Stormwater Program. The County of Marin and eleven cities formed the Marin County Stormwater and Pollution Prevention Program (MCSTOPPP), staffed with county DPW personnel. The California State Association of Counties (CSAC) honored the MCSTOPPP with a coveted 1999 Challenge Award for its "Protecting Our Local Creeks - Getting Involved" school program.
- Real Estate. Marin County is one of a few counties in the State which is certified by Caltrans to certify right-of-ways. In this capacity, the County Real Estate division provides services to other counties, to cities, and to other agencies.
- Building Inspection. Worked with the building community and county administration to establish an enterprise fund, which is independent of the County budget, to support the Building Inspection division.
- Vehicle Acquisition. Initiated a vehicle replacement program to secure funding for new vehicles which addressed the needs of virtually every county department. This program has received universal acclaim among its participants and has been successful in providing newer, reliable vehicles for all county departments including Sheriff and Fire.
- Whites Hill Bridge. The longest free span bridge west of the Mississippi River was designed and constructed over a massive slide. This slide was a major problem since the road was first constructed in 1938. This project received the Engineering Excellence Honor Award from the Consulting Engineers and Land Surveyors of California.



Mehdi Sadjadi (continued)

- County Airport. Successfully secured FAA grants for acquisition, expansion, improvement, and maintenance of Gness Field Airport.
- Marin County Civic Center Improvements. The Frank Lloyd Wright designed Civic Center is a national and state designated historic landmark. Any work done on the site must be approved by The Frank Lloyd Wright Building Conservancy. Following are the major projects undertaken during Mehdi's tenure.
 - o Roof Project. Secured a \$2 million state grant to repair the leaky roof, paint the roof, and renovate the spire.
 - o Seismic Retrofit. This \$22 million project was accomplished at night with ten prime contractors without interrupting County business.
 - o New County Jail. Administered the design and construction of the new County jail located north of the Civic Center building.

After retirement from the County of Marin, Mehdi served as the Executive Director of the California City-County Street Light Association for five years.

Mehdi and Delores have two sons (Zagros and Azad) and two daughters (Leila and Shereen), two granddaughters (Jasmine and Jessica), and four grandsons (Riddick, Waylon, Calvin, and Troy).

Prepared by Mehdi Madjd-Sadjadi in 2016.



Donald J. LaBelle - Alameda County

CEAC President 1999-2000

“Magpie”

CEAC Engineer of the Year 2002

APWA Top Ten Public Works Leader 1987



Don LaBelle was born and raised in Kansas City, Missouri. An Eagle Scout, he graduated from Westport High School in 1960 and received a Bachelor of Arts degree from the University of Kansas in 1966.

He served to the rank of Captain in the United States Air Force during the Vietnam era and returned to the University of Kansas in 1971, receiving a Masters of Public Administration degree in 1973.

His public service career began in the City of Fort Worth, Texas in 1973, where he became Assistant Director of Public Works in 1975. He served in Public Works for 35 years and is a Life Member of the American Public Works Association and the National Association of County Engineers. He was Director in Lane County, Oregon; King County, Washington; and, the City of Norman, Oklahoma, prior to being hired by Alameda County, California in 1989.

Don served as Director of the Alameda County Public Works Agency, which included Transportation and Flood Control. He managed as many as 600 employees and a budget of \$100 million. He was a member of the San Francisco Bay Planning Coalition and the Alameda County Congestion Management Agency.

His role in CEAC included Chairman of the Transportation Committee and CEAC Parliamentarian. He also served on numerous state task forces for Transportation and Clean Water.

Don and his spouse Sharon have a son Todd and daughter Renee and three granddaughters. Don retired in March 2006 and he and Sharon returned to Kansas in Overland Park. In 2016, they relocated again to Ft Meyers, Florida.



Kenneth A. Miller - San Bernardino County

CEAC President 2000-01

“Mockingbird”

CEAC Newsletter Editor 2006 - 2015



Kenneth Allen Miller was born February 15, 1947 in Sanger, California to parents Albert and Pauline Miller. He resided on the family’s farm that raised grapes and peaches in the Fresno area until age five when his family moved to San Bernardino, California.

Ken went through local schools in San Bernardino and graduated from San Bernardino High School in 1964. He subsequently attended San Bernardino Valley College for two years and then went on to California State Polytechnic University in Pomona, earning a Bachelor of Science Degree in Civil Engineering in 1970.

During college, Ken spent his summers and vacation periods at work delivering appliances and including work at the State Division of Highways (Caltrans) on a survey crew.

Following college, He commenced work with the San Bernardino County Flood Control District as a Junior Civil Engineer in 1971, working his way through the positions of Assistant, Associate and Senior Engineer until 1981 when the Flood Control District and the Transportation Department in the County were merged into one Department. It was during this time with the Flood Control District that he met and married co-worker, his loving spouse Sandra (Gutierrez). As of this writing they have been married 36 wonderful years and have two daughters, Dana and Jennifer.

Ken became an Assistant Director for the Transportation/Flood Control Department in 1985 and Director in 1987. Over a period of years additional functions were added to the Department including the County Surveyor’s office, Solid Waste Management and Regional Parks. The Department was renamed as the Department of Public Works in 2001. Ken retired as Director in March 2004, having served the County for thirty-three years.

Ken then worked for the City of Yucaipa as a Special Projects Manager from 2006 to 2012.

Ken says he has had the very good fortune of having been able to be a member of the County Engineers Association of California for many years and to serve CEAC in many ways including as Chair of the Oversight Committee, as an officer, and as Newsletter Editor from 2006 through 2015. He says that while CEAC has been a great place of learning, it has been the lifelong friendships that have been made for he and Sandra that are the most rewarding.

Ken and Sandra have two daughters, Dana and Jennifer, and currently reside in Yucaipa, California with their four-legged friend, Ozzie.

Thomas Hunter - Plumas County
CEAC President 2001-02
CEAC Engineer of the Year 2001



Following a long and respected 34 year career in Plumas County, Tom Hunter, President of CEAC in 2002, was honored at a retirement dinner celebration in Quincy, California on June 9, 2006.

Tom was born and raised in Greenville, Plumas County, California. After graduating from Greenville High School, he attended Chico State University and graduated in 1972 with a Bachelor of Science degree in Civil Engineering.

Following graduation, he began his career with the Plumas County Road Department as an Engineering Technician. After various job duties and numerous promotions, he was appointed the Director of Public Works on June 16, 1992.

Tom devoted many hours to CEAC. He said, "My CEAC career has been as fulfilling as the time that I have spent in it. The CEAC organization is always changing for the better and I have enjoyed my relationship with other CEAC members and getting to know some of the NACE counterparts." He has served on the CEAC committees for Transportation, Solid Waste, Oversight and the City-County-State-FHWA Co-Op Committee including four years as the Chair of the Solid Waste Committee. He was a Norcal Regional Director for two years and has been the Executive Secretary of Norcal since Dave Gravenkamp retired. Tom has indicated he will continue to stay in touch and will administer the Bedroll Conference in the future.

Tom was honored as CEAC's "Engineer of the Year" in 2001. After his Presidency, he was installed as a CLOD of which he says, **"I am a CLOD and proud of it."**

On his long County career Tom commented, "I have enjoyed a great 34 years with Plumas County and certainly the Public Works Director position has been the most gratifying. I have had some great Board members to work for and with."



Phillip M. Demery - Santa Barbara County

CEAC President 2002-03

NACE President 2010

CEAC Engineer of the Year 2011

NACE Urban Co. Engineer of the Year 2011

CSAC Challenge Award 2010



Phillip Demery is a graduate of Colorado State University, receiving both Bachelor and Master of Science Degrees in Civil Engineering.

Following college, Phil worked for the U.S. Bureau of Reclamation in Denver conducting physical and mathematical modeling of hydraulic systems.

From Colorado, he moved on to the Santa Barbara County Flood Control District, working for 11 years, the last three years as the Director. During his tenure with the District, he designed and managed many storm drain and retardation basins projects and produced one of the first programmatic EIRs for maintenance activities, which streamlined resource agency permitting.

Phil then became the Public Works Director for Santa Barbara County serving a total of 13 years. In this position he was responsible for the divisions of Water Resources, Solid Waste and Transportation. Key projects included: Comprehensive department reorganization with preparation of a departmental strategic plan; Expansion of a Regional Landfill; Negotiation of solid waste franchise agreements; Development of capital improvement plans; Development of performance base budgets; Many generations of Pavement Preservation Plans.

In 2005, Phil moved north to Sonoma County as the Director of Transportation and Public Works responsible for a department that included the functions of transportation, transit, operation of the Sonoma County/Charles Schultz Commercial Airport, solid waste operations and franchise management, several water and lighting districts, and management of the northern Sonoma Air Pollution Control District.

In 2012, he joined Demery & Associates as a Principal Engineer. In this capacity he has worked on numerous public works projects and programs for cities, including American Canyon, Novato and Yountville.

Phil was one of CEAC's most active members, serving as President in 2003, and constantly trying to move the organization forward by providing opportunities for professional and technical development, networking among the counties, and actively trying to resolve legislative, budget and administrative issues of importance to all of the counties at both the State and Federal levels. He also served as CEAC's State Director for NACE as well as the NACE Western Region Director and as the NACE President in 2010.



Gerry Shaul - Lake County

CEAC President 2003-04

“Bald Eagle”



G.R. “Gerry” Shaul was born in Lakeport, California, November 15, 1946 and is a fifth generation native of Lake County.

Gerry began his college education at U.C. Davis prior to enlisting in the U.S. Marine Corps in 1966, where he served until 1970, during which he was a decorated Vietnam War veteran.

Upon his discharge he attended Sacramento State and received a Bachelor of Science degree in Civil Engineering in February 1973.

After graduation, he moved to Topeka, Kansas and was employed with a consulting engineering firm and worked his way up to being a joint owner of the firm.

In 1981, he returned home and began working for the Lake County Department of Public Works as the County Engineer. After serving twice as the Acting Public Works Director, he reluctantly accepted the position of Public Works Director in 1992.

His more notable accomplishments were the design, construction, and supervision of the replacement of 20% of the county’s bridges utilizing county forces; responsible for the funding, design and infrastructure repairs associated with five federally declared disasters and six state declared disasters; served as the project engineer on a new multi-million dollar jail facility that was the first county jail in the State of California to be constructed on time and under budget.

Throughout the years, Gerry has enjoyed the love and support of his wife, Jill. He and Jill are the proud parents of Michelle, Aaron, and Ian

Gerry’s extra-curricular activities have included fishing, hunting, and construction.

Gerry has been described as having a quick wit and gruff demeanor.

Gerry credits Jill with being responsible for his involvement with CEAC. Jill in her own right has been active in CEAC through the years and is often referred to the “CEAC Songbird” and “CEAC Nightingale” and has performed both at CEAC and NACE events. For the 2002 NACE Annual Meeting in San Diego, Jill led the CEAC spouses in a memorable dance video choreographed to the Beach Boy’s hit “Surfing Safari.”

[Information supplied by Gerry Shaul in 2016.](#)



Tim Hackworth - Placer County

CEAC President 2004-05



Tim Hackworth attended California State University, Pomona, CA earning a Bachelor of Science Degree in Civil Engineering in 1970.

With his degree in hand Tim began his engineering career with Peter Kiewit & Sons working as a construction project engineer on bridges, water treatment and water storage facilities. The most notable project was Selah Creek bridge in Yakima, Washington, which at the time, was the longest and highest concrete bridge in north America.

In 1980, Tim moved to Northern, California where he started his Public Works career as the Public Works Director/City Engineer for the City of Grass Valley.

In 1986, Tim opened a sole proprietorship consulting engineering firm specializing in structural engineering and construction management for public structures.

Tim joined the Placer County Department of Public Works in 1993 and became the Director of Public Works. Here he was responsible for the overall operation of the public works program for the County, which included the supervision of 260 employees and the implementation of a \$70 million annual budget,. Tim was directly responsible for the function and performance of the Public Works Agency consisting of: Road Maintenance; Fleet Services; Roadway and bridge design and construction; Land Development; Engineering and Map processing; Transit Planning; Lake Tahoe Erosion Control design and construction; and Flood Control. Tim retired from Placer County in 2006.

Subsequent to his retirement from the County, Tim became the Executive Director of the Western States Chapter of the American Concrete Pavement Association. After moving to Colorado, Tim continued with work as a resident engineer for public transit projects, bridges and buildings until “retirement” in 2015 (although he says “if we ever retire”).

Tim currently lives primarily in Colorado, with part time residency in Roseville, California.

**Maurice Shiu - Contra Costa County
CEAC President 2005-06
CEAC Engineer of the Year 2003**



Maurice Shiu was born in Hong Kong. He grew up under the tutelage of his father, a chemical engineer, and was interested in engineering from an early age. Reading about flooding along the Yangtze River in China stoked his interest ever more in engineering and gave him a desire to be a Civil Engineer. Maurice came to the United States in 1964, enrolling at the University of California, Berkeley.

Maurice graduated from the University of California, Berkeley with a Bachelor's degree in Civil Engineering in 1969, followed with a Masters degree in Transportation and Traffic Engineering, also from Berkeley, in 1971 and began his long and successful career with Contra Costa County shortly thereafter.

Maurice worked through various positions with the County's Public Works Department, concluding his 36 years of faithful service to the County and its residents as the Director of Public Works in 2008.

Maurice was named CEAC's County Engineer of the Year in 2003 and became CEAC President in 2006 (the 4th person from Contra Costa County to achieve this honor).

Maurice was very active through the years in the American Public Works Association and capped his career by being selected as the Public Works Leader of the Year by the APWA's local chapter.

Family and friends honored Maurice at a joyous retirement party on March 28, 2008.



Maurice and Family: Angela, Esther, Maurice and Perkin

Mike Crump - Butte County
CEAC President 2006-07
CEAC Engineer of the Year 2012



John Michael (Mike) Crump was born in 1951 in Buffalo, NY, as the middle of four boys. Mike's father was a mechanical engineer with DuPont and the family moved back and forth between California and New Jersey several times with a side trip to Mexico for a couple of years. Mike was in 6th and 7th grade at this time and he and his older brother "commuted" to a private boys school up in Toronto, Canada (Mike's mother was Canadian). Mike recalls one flight from Mexico City to Veracruz in a DC-3 that had too many passengers aboard so the stewardesses asked Mike to sit up behind the pilot on the bags of mail which he happily did.

Mike has Bachelor of Science Degrees in Fisheries Biology from Humboldt State and in Civil Engineering from California State University, Chico.

Mike began his engineering career in 1984 as a Jr. Civil Engineer with the City of Oroville and worked his way up to the City's Director of Public Works by 1990. In 1994, Mike was appointed Butte County Director of Public Works and held that position until his retirement in 2016.

Mike was the CEAC 2006-2007 President and has been serving as CEAC Treasurer since 2014.



George Johnson - Riverside County

CEAC President 2007-08

CEAC Engineer of the Year 2010

NACE Western Region Vice President 2010-2012

ASCE California Engineer of Year 2014



George was born in 1961 and raised in Ontario, California. Upon graduating from Chaffey High School in 1979, George attended Cal Poly Pomona, where he earned his Civil Engineering degree in 1984. George began his career in the private sector working as a surveyor/ junior civil engineer. In 1985, George met his future wife Luann on a trip to Australia, New Zealand, and Fiji. Ironically, Luann also attended Chaffey High School, but the two never met prior to the venture down under. George and Luann married in 1990 and have three exceptional children: Dane, Luke, and Kryssa. The Johnson family enjoys traveling, camping, backpacking, fishing, hiking, and skiing.

George currently serves as the Chief Assistant County Executive Officer for Riverside County. In this capacity he functions as the Chief Operating Officer in support of the County Executive Officer and the Board of Supervisors. As COO, he works collaboratively with all 42 county departments and guides the development and monitoring of the county's \$5.2 billion budget to ensure the effective and efficient delivery of programs and services to 2.3 million county residents through the county's 20,000 employees.

George is an experienced leader with Riverside County serving the last 24 years in a variety of positions. Over this time he has helped guide the explosive population growth from 1 million people to over 2.3 million residents, through the planning, design, and construction of new communities and associated infrastructure to support that growth. He was intimately involved in the development and implementation of the Riverside County Comprehensive General Plan, including a major overhaul of the Transportation Element, and the adoption of the groundbreaking Multi-species Habitat Conservation Plan. Over his career, the Transportation Department delivered approximately \$2 billion worth of regionally significant transportation projects. He led the adoption of the Temecula Valley Wine Country Community Plan, to serve as the guide for expansion and development of the region into a world-class wine region and resort destination. He has been involved in the overhaul of the County's jail master plan and criminal justice system, which includes the construction a 1600 bed \$330 million jail in Indio, a new public law building, and several courtroom expansions.

George is recognized as a leader in transportation and land use at the local, regional, state, and federal levels through his involvement in various organizations. George served as the President of the Inland Empire Branch of the American Public Works Association, President of the County Engineers Association of California, represented California on the Board of Directors for the National Association of County Engineers, and served as the Western Region Vice President of the National Association of County Engineers. In recognition of his service, George was awarded the 2010 County Engineer of the Year by the County Engineers Association of California. In 2014 the American Society of Civil Engineers named him the California Civil Engineer of the Year in the Public Sector. [Information by George Johnson in 2016.](#)



Peter Rei - Tuolumne County

CEAC President 2008-09

Peter grew up in Hayward, California graduating from Mount Eden High School in 1972. He attended Humboldt State University graduating with a Bachelor of Arts degree in Geography/Cartography in 1981. He later earned a Bachelor of Science in Civil Engineering from Chico State University in 1987.

He began his engineering career with Winzler and Kelly Consulting Engineers in Eureka in 1981 and continued work at the firm until 1992. Peter began as a staff surveyor for over 5 years, then moved up to professional engineer and land surveyor, and finally to Manager of the Land Development Division.

In 1992, he moved on to the County of Humboldt in December 1992 as Deputy Director of Public Works. His job and major accomplishments at the County included performing as Project Manager for the \$24 million construction of the Humboldt County Jail and for the retrofit of the Humboldt County Courthouse that had been damaged in a 1996 earthquake.

Peter then became Director of Public Works for Tuolumne County in May of 1999 and continued in that capacity through most of 2011. While in Tuolumne County, he also was the Executive Director of the Tuolumne County Transportation Council. During his tenure here he was successful in applying for and receiving over \$30 million in transportation grants, constructing over 20 miles of new road construction, and providing infrastructure for a new Law and Justice Center, while maintaining the existing road system of highways and bridges.

In 2011, Peter left Tuolumne County to become the Director of Public Works and Executive Director of the Local Transportation Commission in Mariposa County, a position that he continued in through 2014. During this period, four new fire stations were constructed, over \$12 million in transportation grants were obtained, and in in one year, 2014, over \$8 million in capital improvement projects were completed.

Peter left Mariposa County in November 2014 and began work with Willdan Engineering, Inc. as a contract engineer providing professional engineering services in several cities and counties in the central and northern areas of the State. At the time of this writing (December 2016), he is working as the contracted City Engineer in the City of Hughson.

Peter holds professional engineer and land surveyor licenses in California and is a qualified SWPPP Developer and Practitioner. He greatly enjoys playing golf and currently lives in Sonora, California.

[Information provided by Peter Rei in 2016.](#)



Julie Bueren - Contra Costa County

CEAC President 2010-11

NACE Western Region Vice-President 2015-17

CEAC Engineer of the Year 2014

APWA Top Ten Public Works Leader 2013

Born and raised in the San Francisco Bay area, Julie earned her Civil Engineering Degree from the University of California, Davis, in 1981. She resides in Martinez with her husband, Ralph. They enjoy cycling, hiking and cross country skiing and operate a small vineyard in Mendocino County.

Julie began her career with the Contra Costa County Public Works Department in 1981 as a Junior Civil Engineer. Her experience has spanned several of the Department's divisions including flood control, design, construction and transportation engineering. In 2000, Julie joined the Department's senior management team as Deputy Director with responsibilities for the transportation program, development services, real property and county airports. She was appointed Director of Public Works in April 2008 and provided leadership, until her retirement in 2017, for a department of over 500 employees responsible for:

- The operations, maintenance and capital improvement program of county infrastructure, including, buildings, road network, flood control channels, drainage facilities, parks, and lighting and landscaping districts.
- Review of private development sector projects to ensure public infrastructure needs are met.
- Management of special districts to provide park facilities and recreation programs, lighting, landscaping, sanitation and water districts.
- Administrative oversight for two county airports for operations and business development.
- Real estate services for county projects, to other county departments and outside agencies.
- Fleet, purchasing, print and mail, and Custodial Services.

Contra Costa County Public Works is accredited by the American Public Works Association (APWA). Julie has been actively involved in the County Engineers Association of California (CEAC) for many years, serving as President in 2011. She has served on the Safety Committee for NACE and also as the NACE Western Region Vice President.

Julie is also active in the Northern California Chapter of APWA. In 2013, the Chapter recognized her as Leader of the Year. She also was honored to be selected by APWA National as one of the Top Ten Public Works Leaders of the Year.

[Text from NACE Newsletter & edited by Julie Bueren.](#)



Julie Bueren (continued)



The Poster Says It All

Patrick V. DeChellis - Los Angeles County

CEAC President 2009-10

CEAC Engineer of the Year 2006

CEAC Newsletter Editor 2016 to ?



Pat DeChellis was selected to be the 47th President of the County Engineers Association of California (CEAC) on November 19, 2009. CEAC changed its ByLaws to allow Principal Members to be other than Public Works Directors so Mr. DeChellis could serve as President.

He began his engineering career with the County of Los Angeles in the summer of 1973 upon graduation from the University of Southern California with a Bachelor of Science Degree in Civil Engineering. His first assignment was development and delivery of flood control improvement projects for the County Flood Control District and later worked on development and implementation of the Benefit Assessment Program for the District. Mr. DeChellis is a licensed Professional Civil Engineer in California.

Mr. DeChellis was appointed to the position of Deputy Director for the County Public Works in April 2005. Prior to that, he was Assistant Deputy Director responsible for the planning, programming, funding, and delivery of the Department's multi-million dollar annual transportation budget. Mr. DeChellis was the Acting Chief of the Department's Business and Finance Division for 2 years in the early 1990's.

Mr. DeChellis has been the lead for transportation infrastructure and services for the County of Los Angeles providing for the transportation needs of over 1,000,000 County unincorporated residents and responsible for a road network with more than 3,200 centerline miles stretching over the entire limits of Los Angeles County of 4,000 square miles. He has been actively involved in creating an active transportation program for the County that balances the travel needs of bicyclists, pedestrians, and transit users with those of automobile users; expanded local transit services for many unincorporated County communities; implemented more sustainable pavement treatments in place of the "worse first" approach; and preparing staff for the next disaster be it fire, flood, wind storms, or earthquake.

Mr. DeChellis has represented the County on transportation issues before local community groups and forums, the County Board of Supervisors, LA Metro, and the California Transportation Commission for over 24 years. He was a member of LA Metro's Technical Advisory Committee since 1992.

He represented the County and CEAC on the Caltrans Highway Bridge Advisory Committee for local bridge issues, the Transportation Co-op Committee, the Oversight Committee for the Statewide Local Streets and Roads Needs Assessment, and the National Association of County Engineers Board of Directors. He represented CEAC and the California State Association of Counties (CSAC) on the National Association of Counties (NACo) Transportation Steering Committee and he represented CSAC and the League of California Cities on the Program Design Committee for the Federal Lands Access Program.

[Prepared by Patrick DeChellis in 2016.](#)



Daniel Woldesenbet - Alameda County
CEAC President 2011-12
CEAC Engineer of the Year 2013
APWA Top Ten Public Works Leader 2014

Daniel Woldesenbet is an experienced public sector executive with over 25 years of leadership, professional engineering and management experience.

Currently (as of the date of this writing in 2017), as the Director of the Alameda County Public Works Agency, he oversees the provision, maintenance and operation of public infrastructure.

Daniel also serves as the General Manager of the Alameda County Flood Control and Water Conservation District that manages the District's natural creeks, channels, levees and associated flood control infrastructure.

As a champion for sustainability, Daniel has been promoting green practices in the development and implementation of programs and projects. He also leads professional staff that perform tidal and sea level rise studies that are focused on developing safeguards against flooding due to global warming.

Daniel holds a Ph.D. and a Masters Degree in Public Administration from Florida State University, a Masters of Business Administration from Florida Agricultural and Mechanical University, and a Bachelor of Science in Civil Engineering from the University of Houston, and is a licensed Professional Engineer.

Daniel and his spouse, Maza, have two children, a son Mikias, and a daughter Makda.

[Profile obtained from LinkedIn and other internet sources.](#)



Thomas Mattson - Humboldt County

CEAC President 2012-13



Mr. Mattson is the Director of Public Works for Humboldt County, a position he has held since September 2005. Prior to being selected as Director, Mr. Mattson was the Deputy Director for Humboldt County in charge of maintaining the County Road System, a position he had held since 1998.

Mr. Mattson entered County service after several years in the private sector, including consulting work with two firms where he specialized in landfill design and operational issues, and with Norcal Waste Systems where he was a landfill manager.

Mr. Mattson grew up in a family owned automotive facility and worked his way through college as an automotive repair mechanic, receiving his degree in Environmental Resource Engineering from Humboldt State University in 1992. Mr. Mattson obtained his professional license in Civil Engineering from the State of California in 1996.

Mr. Mattson is a past president of the County Engineers Association of California (CEAC) after holding a number of positions in CEAC including regional director and chair of the transportation committee. Mr. Mattson served as president of the Technical Advisory Committee to the Humboldt County Association of Governments, served on the State of California Safe Routes to School Oversight Committee, represents California Counties on the Steering Committee of the Strategic Highway Plan of the State of California. He also is currently a member of the Transportation Coop Committee, a statewide committee including all partners that work with federally funded transportation projects and Co-Chair of the State of California Highway Safety Improvement Program Committee.

Mr. Mattson is married to his wonderful wife of 29 years, Valerie. Tom and Valerie have three children, and share a small slice of paradise with a multitude of animals.

Prepared by Tom Mattson, December 2016.

Scott McGolpin - Santa Barbara County
CEAC President 2013-14
CSAC Circle of Service Award 2014
NACE Western Vice-President 2017-



Scott McGolpin graduated from Waltham High School, Waltham, Massachusetts in 1981. He attended Northeastern University in Boston, where he received a Bachelor of Science Degree in Civil Engineering in 1986. He received a Masters of Administration Degree in Organizational Management from Fielding Graduate University in 2003.

Scott is presently the Director of Public Works for Santa Barbara County, a position he has held since his appointment by the Board of Supervisors in 2007.

Scott has held several prior positions in the County including: Deputy Director of Public Works from 1999 to 2007; Civil Engineering Manager from 1994 to 1999; and Associate Civil Engineer from 1988 to 1994.

He served as a Staff Sergeant in the U. S. Marine Corps from 1981 to 1991.

Scott was an Associate Engineer with Steven Winter Associates from 1986 to 1988.

During his college years he held Cooperative Education Positions with Schiavone/Modern Continental Construction Company in 1981-82, with Vanasse Hanger Associates in 1982-83 and New England Power Service in 1984-85.

Scott is currently serving as the CEAC representative/California State Director to the National Association of County Engineers (NACE) and has recently been elected as the NACE Western Region Vice-President for 2017– 2018.

Scott and spouse, Ruth, live in Santa Barbara with son, Samuel, and daughter, Sarah.

[Profile information taken from LinkedIn, 3/25/2017.](#)



Michael James Penrose - Sacramento County
CEAC President 2014-15
CEAC Engineer of the Year - 2016



Michael Penrose is the Deputy County Executive for Public Works & Infrastructure at Sacramento County and was appointed, May 2017, by the Sacramento County Board of Supervisors.

Public Works and Infrastructure was created in 2017 and includes the office of Development & Code Services, and the departments of Transportation, Waste Management and Recycling, and Water Resources.

Mike earned a Bachelor of Science degree in Civil Engineering from San Jose State University in 1985 and a Master of Science degree in Civil Engineering from California State University, Sacramento.

Mike has been practicing Civil Engineering since 1985 and has both private and public sector experience. He has been working as an engineer for Sacramento County since 1991. From 1991 to 2006, Mike has worked in several areas of the Department, acting as the Chief of Engineering and Planning Division for the last six of those years. From 2006 to 2008, Mike served as the Director of County Engineering and became the Department of Transportation Director in 2008.

As the Director, Mike is always working to advance the Department's mission to continuously improve, operate, and maintain a safe and efficient transportation system that serves the citizens and industries of Sacramento County.

Since March 2016, he also served as the Interim Director of Community Development prior to the recent creation of Development and Code Services.

[The above taken from Sacramento County website.](#)



**Matt Machado - Stanislaus County
CEAC President 2015-2016**



Matt calls Ripon, California his hometown.

He currently resides in Modesto.

Matt is a graduate of California State University, Fresno with a degree in Civil Engineering and has a Masters Degree in Business Administration from California State University, Stanislaus.

He is both a licensed civil engineer and land surveyor.

Matt began his engineering career in the City of Ripon in 1994. He was promoted to the position of City Engineer in 2000 and remained with the City until 2007 when he joined Stanislaus County as the Director of Public Works.

His main areas of work as Director include roadway maintenance, bridge maintenance and replacement, congestion relief, transit, development services and the County Surveyor's office. Additionally, he is the Authority Manager for the North County Corridor JPA Project.



John Presleigh - Santa Cruz County

CEAC President 2016-2017



John Presleigh joined the County of Santa Cruz in 1991 as the County Traffic Engineer. He was later promoted to the position of Assistant Director and assumed responsibility for surveying, development review, road design, operations, road engineering, redevelopment, and related functions.

John earned his Bachelor's Degree in Civil Engineering at Cal Poly San Luis Obispo, a second Bachelor's in Water and Soil Science at the University of California, Davis, and his Master's Degree in Civil Engineering at San Jose State.

John has 33 years of management and engineering experience. He previously worked for a private engineering company, the State Department of Water Resources, the State Water Resources Control Board, and the City of Sacramento in civil engineering.

John has served as a director and past chapter president of the American Public Works Association, a past Chair of the Interagency Technical Advisory Committee on Regional Transportation, and manager of the Highway 1 Construction Authority. He is currently the President to the County Engineers Association of California, a fellow member of the Institute of Transportation Engineers, a member of the Urban Traffic Engineers Council, and a former alternate member of the Board of California Traffic Control Devices Committee.

John was a long time volunteer for local high school and Santa Cruz Pony and Colt League Baseball.





Jeff Pratt - Ventura County

CEAC President 2017-18



Jeff became Director of the Ventura County Public Works Agency in October 2008.

In this capacity, Jeff serves as the County Road Commissioner, the Chief Engineer of several special districts and the Executive Officer of the Fox Canyon Groundwater Management Agency – which protects the largest groundwater aquifer in the county. After a tour of duty in the Navy, Jeff worked at the National Oceanic and Atmospheric Administration on Climate Change, as an engineer at a construction and geotechnical firm, and for two cities and two counties.

He prefers public sector employment because of the cradle to grave nature of project participation. For the last twenty years, Jeff has specialized in water resources. Throughout his 37 years of service, Jeff has demonstrated a passion and talent for process improvement and the elimination of inefficient, redundant, and/or wasteful practices.

Jeff was trained as a structural engineer at Washington University in St. Louis, and has completed several graduate courses in public policy, public administration, and business management at the Universities of Missouri and Washington. He approaches public service with a unique perspective and sense

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The CLODS

- “The CLODS of MONTEZUMA” ***
 - List of the CLODS
 - List of Honorary CLODS
 - Photos of Honorary CLODS
- Individual Profiles of Honorary CLODS
 - CLOD Honors
- Colorful California Condor by George Protopapas
 - CLODS Motto
 - CLODS Paraphernalia
 - CLODS Theme Song ???

*** “The CLODS of MONTEZUMA” was authored by Honorary CLOD, Alan S. Hart, in 1977 and provided an early history of the CLODS formation and activities. The original document is provided herein with the exception of a number of pages, which consisted of a series of ‘tongue in cheek’ letters written by and between Alan Hart and the early principal players in the formation of the CLODS, Ed Hanna, Bill McIntosh and Bill Jones. If interested in these letters, refer to the original document.

California's Loyal Order of Dedicated Servants

"THE CLODS OF MONTEZUMA"



"BULL CONDOR" & "OLD CROW"

*By Alan S. Hart
(AKA Ess Oh Hart)
1977*

California's Loyal Order of Dedicated Servants



FOREWORD

From time immemorial the California county supervisors met in annual session to discuss their mutual problems and to seek possible solutions from one another.

At these annual meetings each Board of Supervisors would bring along with them its County Engineer, ostensibly to provide facts, figures and suggested answers to problems but probably more factually to handle all problems of logistics involving where and when to eat, drink and make merry. The County Engineers were, indeed, the logical people to attend to these matters since they were well skilled in such things and were not overburdened with anything called a conscience.

When these engineers were not attending to the wants and needs of their bosses, they organized a splinter group which they self styled "The County Engineers Association of California:.. Naturally they had a set of officers, including a President, and they sat in session yearly at the same time that the County Supervisors met. This gave them status. Status in this case meant the right to submit an expense account.

With each passing year more and more presidents of the County Engineers Association were thrown out of office until quite a reservoir of past presidents was accumulated.

What to do with them?

CALIFORNIA'S LOYAL ORDER OF PUBLIC SERVANTS

"Waiter"
 "Hey Waiter, bring us three more Montezumas."
 "What's a Montezuma?"
 "You must be new here?"
 "So - but what's a Montezuma?"
 "It's a drink - whatja expect?"
 "OK wise guys - so it's a drink - what's in it?"
 "Alcohol, stupid."
 "Yeah I guess I am, but you're not gonna get any drinks till I know what to order."
 "Why don't cha ask the barkeep?"
 "OK and I hope he knows what you dudes want."

This deathless repartee occurred between the seventh and eighth hiballs at Foster's Bar in Rio Vista overlooking the smoothly flowing Sacramento River. But it wasn't water that was flowing smoothly in Foster's Bar that memorable day in antiquity. Naturally no one knows for sure exactly what happens at anytime between the seventh and eighth hiballs at anyplace.

The bartender knew. A Montezuma is three parts Tequilla and one part shaved ice. It's name evolved during the learned discussions between three of California's most celebrated County Road Commissioners in executive session, first at Foster's Bar and later in Larry Blake's Cellar in Berkeley.

The three inebriated and celebrated engineers were, from left to right or vice versa, Bill Jones of Solano County, Bill McIntosh of Lassen County and Ed Hanna of San Benito. In addition they were all of one mind; "Waiter"

This unholy trio had undergone the withdrawal pangs of having been separated from the position of President of The County Engineers Association of California and no longer had a base from which to plan and implement their nefarious schemes.

Necessity becoming the Mother of Invention they set about to invent such a base. First they looked for new lands from which to form a county in California which they only would control.

Research and recollection resurrected El Torpedo County which county was originally established in the mind of some long forgotten and forgiven entrepreneur as to encompass all

the lands of the State of California between mean high tide and the three mile limit.

Thus El Torpedo County was to be the much needed base from which the three "musty beers" were to establish themselves. Further research showed that during World War II the Navy, Coast Guard and Air Force had bombed El Torpedo County out of existence.

Obviously the County had to be resuscitated and just as obviously it had to have a new name.

As they were quaffing their seventh or eighth Montezuma, conversation turned to an in depth discussion of Bill Jones' venerable, ancient and feeble ferry boats that plied the narrows of Montezuma Slough in the delta country. Not one of the three astute scientists could actually explain what kept these ferry boats from sinking beneath the waters of the slough.

"Eureka" or some such expression, leapt from the lips of all three simultaneously.

"Let's call it MONTEZUMA COUNTY".

At that time in history a new county was born - Montezuma it was - and they all drank to it.

Now that their base was established they needed an organization to given themselves much needed individual status.

History records it not if there was any formal meeting to bring about the establishment of their status spring-board.

It all began in the fertile and active mind of Bill McIntosh who resented the fact that he was no longer in the mainstream of activities and a revered gung ho participant in the affairs of the County Engineers Association. He didn't go for that Emeritus stuff.

Brooding over this fact and feeling left out of the goings on Bill put his feelings on paper while his feet were on his desk and sent it (the paper, not his feet) to old crony Ed Hanna.

Ed Hanna, having nothing better to do, composed a letter answer to Bill from which substance began to develop. Ed came up with Sea Gulls as the official symbol but Bill had the drop on Ed and had already dubbed the Condor as the "Bird". McIntosh also, at this time came up with the honored name of the Past Presidents' organization - CALIFORNIA'S LOYAL ORDER OF DEDICATED SERVANTS -- CLODS.

H-2(2)/A-16
65-465

December 23, 1965

Mr. Ed Hanna
3220 Southside Road
Hollister, California

Dear Ed:

Whilst sitting here with my feet on my desk, thinking of old friends, wondering how the County Engineers Association can possibly function now that I'm no longer an officer, wondering where my next drink is coming from, etc., I had an idea. The very nature of the idea immediately brought you to mind, as I would like your thoughts on the subject, and if they are in general agreement with mine, I'd like to solicit your assistance.

It appears to me that we have ample nucleus in the CEAC for a "Past President's Club" (appropriate name should be less formal, such as "Has-beens" or something along that line). I thought we might work up some sort of ridiculous set of by-laws, arrange a special table at the Engineers Luncheon at the annual convention (maybe even at the Engineers Banquet at the ITTE) and in general, just raise a little hell with the current administration, horn in on programs, etc.

If you think this idea has any merit, let me know. Maybe we can get together in Berkeley and start the wheels rolling to organize and seek recognition by the parent group.

I received your nice Christmas card today - your thoughtfulness, as always, touched me deeply. I was going to make my own cards again this year, but I seem to have mislaid my crayons and they took away my scissors. Anyway, seasons greetings to you and your family.

Merry Christmas!

P.S. Are you going to reserve rooms at the Shaekup Shattuck? If so, Curly & I will take a twin -- if not, let me know and I'll send in for one.

Enclosure (1)

PUBLIC WORKS OFFICES

SAN BENITO COUNTY

3220 Southside Road

HOLLISTER, CALIFORNIA 95023

Phone 637-3725—Area Code 408

January 14th 1966

Wim Mak, Acting Old Crow
C.L.O.D.S.
Courthouse Annex
Susanville, California

Brother CLOD:

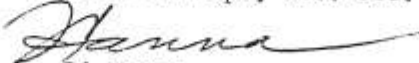
Have you considered making the SEAGULL the Official Symbol of the CLODS rather than the California Condor?

The Seagull might be much more symbolic of our daily accomplishments. All the Seagull does from daylight to dark is Eat, Squawk, and Crap.

Not only that, but this remarkable bird is reputed to be able to accomplish all three functions at the same time.

As you will note by the attached correspondence with Newt, the Program is shaping up nicely.

Yours in hope, etc. etc.



Ed Hanna
Acting Bull Condor

CALIFORNIA'S LOYAL ORDER OF DEDICATED SERVANTS
CONDOR ROOST
Pelican Point, Old Crow, Calif.
January 18, 1966

*Hung Chow Hanna, A.B.C.
C.L.O.D.S.
3220 Southside Road
Hollister, California

Brother CLOD:

No, I haven't considered making the Seagull the official symbol of the CLODS. By now you should have received the by-laws with the handsomely designed (at considerable expense) cover. It's too late to change now.

Anyway, even though the Condor may be lacking somewhat in similarity to a CLOD by reason of not squawking all the time, it more than makes up by its repulsive appearance, disgusting manners, vile eating habits and slovenly personal habits.

We might be able to designate our executive committee as Seagulls.

Newt should be thrilled with the arrangements for the program next week. I wish I had had that type of cooperation when I was vice-leader. If you recall, all we did that year was to give away a cheap watch.

Fraternally

Wm. D. McIntosh
Acting Old Crow

WDM/jh

* Name taken from famous constipated Chinaman.

C O P Y

THE WILD ASS MINING COMPANY

TRES PINOS CORPORATION

GENERAL OFFICES & WAREHOUSES
P. O. BOX 447
TRES PINOS, CALIFORNIA

December 27, 1965

FILE NO. A-2(2)/A-16
SERIAL NO. 65-465
PART NO. S.O.P. 65/66
KENNEL NO. U2-UBAS

Routing	Initial
McIntosh	
Upton	
Totten	
Stone	
Mitchell	
Skaggs	
Harp	
Boyer	
etc.	
White	

I - Info A - Action
R - Retain F - File
PR - Prepare Reply

Mr. D. McIntosh, Jefe Politico
Lassen County Road Department
Courthouse Annex
Susanville, California

Dear Mac:

Whilst sitting there with your feet on the deck and your finger in the pie, you managed to have a good idea. You should think of old friends more often.

I think we should immediately adopt your idea of the old soldiers club. Acting on your brilliant brain(?) storm, I will arrange for a special table, complete with appropriate vintage wines and a proper centerpiece, for the banquet on January 26th. I trust that you will issue special invitations to the past-presidents, and that you can arrange for a meeting of the attending prospective members, to be held prior to the banquet.

I suggest the following as possible names:

1. The Stud Turtles
2. The Pelicans
3. The Condors (this latter name will undoubtedly soon be corrupted by the heterogenous rabble into "The Old Buzzards".)

We can search a costume jewelry catalog and ~~find~~ find an appropriate symbol - either pelican, turtle, buzzard, or something. Members could then wear the jewel at appropriate occasions. As a motto, I take the liberty to suggest - "THE BEST IS NONE TOO GOOD".

I have no ideas about centerpiece, but I will donate the wine. I haven't any ideas about much of anything, but this is a chronic condition this time of year. The centerpiece will undoubtedly be appropriate to the occasion, because I am going to sit down and do a lot of very important thinking on this subject.

I assume that you and Curly will be coming down in the Executive Washroom, so I have put you down for a twin-bed room at the Shattuck-Astoria in Berkeley.

Yours etc.

Hanna

Carlex suggests we also be appointed to the Montezuma Co. Grand Jury

It has turned out that the choice of the Condor as the official symbol was an inspired selection. The Condor is an endangered species and now everyone wants to protect the CLODS.

It should be noted that at this early beginning the promulgation of the budding young organization's famous and enduring motto was reduced to writing and was hailed far and wide as being pure genius:

"THE BEST IS NONE TOO GOOD"

Even so it was translated several times and often came out:

"GOOD IS NOT THE BEST" or

"THE BEST IS NOT GOOD ENOUGH"

In summarily rejecting Hanna's suggestion of the Sea Gull as the official symbol, McIntosh, in an obvious peace-making gesture, slyly suggested that the Executive Committee of CLODS might be termed the Sea Gulls. Somehow or other this didn't go over, as McIntosh well knew, because there never was an Executive Committee, and if there was one no one would recognize it anyway.

It was traditional and also customary for the County Engineers Association to meet annually, during this period of time, at Berkeley in conjunction with the annual Streets and Highways Conference put on by the University of California Institute of Transportation and Traffic Engineering.

Much of the ensuing correspondence had to do with making arrangements for the annual banquet and related affairs which were designed to launch CLODS upon an unsuspecting world.

THE WILD ASS MINING COMPANY

TRES PINOS CORPORATION

GENERAL OFFICES & WAREHOUSES
P. O. BOX 447
TRES PINOS, CALIFORNIA

Dear Wim Mack:

I batted out my version of the By-Laws and am returning them to you. There is ample time for you to do them over and you don't need to return them to me.

Needless to say, I'm not in love with my version, but I didn't think we should be stuffy.

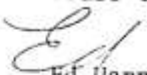
In particular I object to having ^{three} ~~three~~ classes of members. We should integrate in to one class. I can't imagine us taking in many honorary members, with the exception of Red LaForge, and possibly Harmer and/or Bob. Of course Randy Collier would be "in" without a vote.

Incidentally Red sent in a card that he would be at the Dinner, So we should prepare for him at the "rear table".

I'll suggest that when you have thrown out my version and adopted your version that you go ahead and make up the necessary copies and bring them down to Berkeley with you.

You and Curly are down for a twin bed room at the Shakkup.

Yours etc. etc.


Ed Hanna
Acting Bull Condor

CALIFORNIA'S LOYAL ORDER OF DEDICATED SERVANTS

Condor Roost

Pelican Point, Old Crow, Calif.

January 17, 1960

Brother CLODS:

Enclosed is your copy of the Constitution and By-laws of California's newest and most elite organization.

You are reminded that we will have a special table at the County Engineers Banquet, January 26th. All suggestions to start this organization "on the right foot" will be heartily welcomed.

See you in Berkeley!

The Committee

P.S. Some of you CLODS haven't answered our letter of January 6th. Let us know if you will be there!!

CALIFORNIA'S LOYAL ORDER OF DEDICATED SERVANTS

CONSTITUTION AND BY-LAWS

Article I -- Name and Purpose:

The name of the organization shall be "California's Loyal Order of Dedicated Servants" (C.L.O.D.S.); the Official Symbol shall be the California Condor, for he too is a rare bird; and the motto shall be "THE BEST IS NONE TOO GOOD".

The Object of this Organization shall be to evoke the spirit of camaraderie throughout the County Engineers Association of California; to give "guidance" to the current administration of said CEAC through liberal dissemination of the accumulated wisdom and half vast knowledge of these former peerless leaders; to make said former peerless leaders feel needed and wanted; and to prevent any member of either organization from becoming overly impressed with his own importance.

Article II -- Composition:

Membership in this organization shall be composed of all Past Presidents of the County Engineers Association of California - active and inactive; plus any other person duly nominated and elected at any regular or special meeting of this organization.

All members automatically become duly sworn members of the Montezuma County Grand Jury.

Article III -- Dues and Assessments:

There shall be no dues for this organization. However, nothing herein shall be construed as preventing the acceptance of donations and other gratuities. Occasional Assessments may be levied by the Officers of the Organization, but only for the purpose of, and to the extent necessary to, fighting off a horrible case of the "dries".

Article IV -- Officers, Duties, and Terms of Office:

The Officers of this Association shall be:

1. The Bull Condor - whose duties shall be to preside, when able, at meetings of the CLODS when he happens to be present; to look wise; and to make all important announcements. When so ordered by a majority of members present, he shall shut up.

2. The Stud Pelican - whose duties are nebulous and ill-defined, except that he shall preside at meetings in the absence, or incapacitation, of the Bull Condor, or when the Bull Condor has been ordered to shut-up.
3. The Old Crow - whose duties shall be to act as Secretary to the organization and to carry out such other duties as might be assigned from time-to-time by the Bull Condor, the Stud Pelican, or the membership. The Old Crow is hereby and herewith specifically forbidden to keep any written, or otherwise recorded, record of any of the meetings or gatherings of the CLODS.
4. The Horny Owl - whose duties shall be to do everything assigned by the Bull Condor, the Stud Pelican, the Old Crow, and the other Members in attendance at any meeting, gathering, congregation, or barbecue. In addition he shall have the duty of keeping the barbecue area clear of mice.

Terms of Office in this Organization shall run from time-to-time, or between elections, as determined by the membership. Should the current administration be overthrown for cause, the members so overthrowing may, or may not hold another election but must hold an election but must hold an election at the will and pleasure of the majority of the members present, except that no election need be held if a duly constituted and authorized election has either been held, is about to be held, or might have been held.

In the absence of duly authorized Officers, the CLODS may be ruled by a junta composed of the overthrowing members and/or their proxies.

However, any order or by-law to the contrary new Officers must be properly elected prior to the Annual Banquet of the County Engineers Association of California.

At all meetings of this organization the Condor Rules of order Shall apply - to-wit: "What you don't know - make up", and "The Condor Rules the Roost."

Article V - Meetings:

Business meetings shall not be held at any time, but non-business social sessions may be called at any time by the Bull Condor, the Stud Pelican, the Old Crow, the Horny Owl, or any Member who wishes to assume the responsibility and levy the necessary assessment.

The CLODS shall hold two Official Functions each year. The first in conjunction with the Annual Banquet of the County Engineers Association, and the second in conjunction with the Official Luncheon of the County Engineers Association at their Annual Meeting.

It shall be the responsibility of the County Engineers Association to provide the CLODS with appropriate accommodations and special attention at each of these affairs; to duly note and honor this august body at said functions; and to provide the members with adequate special goodies during these functions.

Article VI -- Rules and Regulations:

All CLODS shall have the privilege and duty of taking the floor at any function of the County Engineers Association and presenting such papers, orations, perorations, critiques, and such other pearls of wisdom as might seem appropriate to the occasion.

Article VII -- Special Orders:

There is hereby adopted Special Order No. 1 to-wit:

"All members of the County Engineers Association are hereby and herewith, upon pain of a catastrophic curse; forbidden to apply any epithet or opprobrious cognomen to this honorable organization of gentlemen engineers".

CALIFORNIA'S LOYAL ORDER OF DEDICATED SERVANTS
CONDOR ROOST
Pelican Point, Old Crow, Calif.
January 18, 1966

Mr. Bruce McClain, Glorious Leader
County Engineers Association of California
Monterey County Road Department
P.O. Box 419
Salinas, California

Dear Leader:

Inasmuch as you may or may not as the case may be, have to read or have read, the by-laws of California's newest, most exclusive organization, at the County Engineers Banquet at the Street and Highway Conference in Berkeley on January 26th; and inasmuch as you will be eligible to join this noble group in the not too distant future, we feel it is therefore not inappropriate to let you (as a temporary outsider) have an advance copy of said by-laws as a matter of personal interest as well as official interest as Glorious Leader of the "Mother" organization in order to keep yourself and your distinguished office apprised of the activities of all your followers, because after all, the leader of any organization should be fully aware of past activities as well as present activities, to say nothing of future plans of his entire following, be it the major body or any splinter group composed of a portion of said major body, as this sort of awareness is the mark of a true Glorious Leader, unlike some leaders who do not make it their business to keep abreast of the times and of the pursuits of their followers and subordinate committees, splinter groups, etc., or other leaders who only interest themselves in that portion of their duties which is most enjoyable, most interesting, least work or most prestige; and knowing that you are of the superior group of leaders, who always keeps current, we are enclosing a copy of the CLODS by-laws for your review.

See you in Berkeley.

Fraternally yours,

Dee Wim McIntosh
Acting Old Crow

DWM/jh

cc: *ABC Hanna

*Acting Bull Condor

COPY

It was here in Berkeley that CLODS was spawned and the By-laws officially adopted. Membership was automatic for each succeeding past president of the County Engineers Association and provision was made for membership for any other person duly nominated and elected at any regular or special meeting. The hitch here was that they didn't ever meet regularly nor specially! Even the organizational meeting was marred, for no written record of this meeting and its machinations was kept; ostensibly because the saloon lights were too dim or because someone spilled his beer on the only piece of paper in evidence. Actually during the meeting (calling such an assemblage of so few people in such a disreputable location a meeting is to give it status beyond that contemplated by the originators of the meaning of the word meeting) no one was able to take notes and after the meeting no one was able to quite remember just what did transpire and in the final analysis - no one gave a damn.

At this time it will be necessary to turn back the clock several months to reopen the matter of the founding of the County of Montezuma.

In some underhanded manner the County Road Commissioner of Contra Costa County, one Victor Sauer, undertook the job of staffing the Public Works Department of Montezuma County.

As soon as I heard about this activity I requested an application form so that I might apply for the newly created post as County Road Commissioner of Montezuma County.

It seems that Bill McIntosh and Ed Hanna both coveted this job, or rather position, and both actually took umbrage at my attempts to secure this sinecure for myself together with it's lush expense account and equally attractive fringe benefits.

Little did I know at this time that beginning only a few months later the venom that was to be expelled later by Messers. Hanna and McIntosh when I applied for membership in CLODS.

Because of my initiative in trying to become Road Commissioner of Montezuma County I was litterly left dangling for years in my attempts to join CLODS. My foresight was not good in 1965 - but who knew what would happen in 1966?

THE SHADOW KNEW!

RECAPITULATION

The gestation period of CLODS was about as long as that of a rabbit. The exact hour of pregnancy is not known but the date is unforgettable. It was December 23, 1965. The birth notices were sent out to "CLODS to be" on January 17, 1966, in anticipation of the blessed event.

Like the Phoenix bird, CLODS was born full grown, with a constitution, by-laws, officers and emblem, on January 26, 1966 at the County Engineers Association of California's banquet in Berkeley.

The original officers and their fraternal names were assumed without benefit of clergy or election - being completely self assumed and in complete harmony of both of the founding fathers - Bill McIntosh and Ed Hanna.

The original CLODS consisted of all of the past presidents of the County Engineers Association of California who were alive and accounted for as of January 26, 1966. They were:

Art Keifer, Sacramento County	1952-53
Bud Keith, Riverside County	1955-56
Ed Hanna, San Benito County	1956-57
Hung Chow Hanna, Bull Condor	
Dusty Rhoades, Yolo County	1958
Charlie Dumble, Kern County	1958-59
Martin Nicholas, San Bernardino County	1960-61
Bill Jones, Solano County	1961-62
*Ah Wim Jones, Stud Pelican	
Al Koch, Orange County	1962-63
Bill McIntosh, Lassen County	1963-64
Dee Wim McIntosh, Old Crow	
Dave Pierson, Imperial County	1964-65
Bruce McClain, Monterey County	1965-66
Stud Pelican	

*Now County Engineer in that Big County in the Sky.

After the tragic accident that took the lives of Bill Jones and Howard Van Reyper in October of 1971, Bruce was appointed Stud Pelican. He has performed the manifold duties of this awesome office with diligence, honor, wisdom, energy and with a minimum of graft.

Subsequent CLODS

If you were of the proper sex, height, weight and had the previous condition of servitude - i.e. past president of the County Engineers Association of California - you were automatically a CLOD.

Jack Lambie, Los Angeles County	1966-67
Victor Sauer, Contra Costa County	1967-68
David Speer, San Diego County	1968-69
*Howard Van Reyper, Yolo County	1969-70
Norman Caldwell, Santa Barbara County	1970-71
James Pott, Santa Clara County	1971-72
Clint Beery, Fresno County	1972-73
Donald Head, Sonoma County	1973-74
Dale Mills, Kern County	1974-75
Clay Castleberry, Butte County	1975-76
Irvin Morhar, Los Angeles County	1976-77

*Now County Engineer in that Big County in the Sky.

Civilian CLODS

*Bob Glenn, retired engineer, Institute of Transportation and Traffic Engineering (now Institute of Transportation Studies).

Harmer Davis, retired Director of the Institute of Transportation Studies.

Alan Hart, retired District Engineer, District 4, Division of Highways, San Francisco (now CALTRANS)

Only three persons have ever been adopted as Civilian CLODS. The "Civilian CLODS" consist of those few persons who have contributed heavily to the County Engineers Association of California.

Harmer and Bob justly deserve their memberships. Alan got in on political pull.

As in most large and lasting organizations the bulk of the glamour, the momentous events, the breath taking and mind boggling affairs usually occur in the beginning and in "the good old days."

Once established on its tracks with its wheels well greased and the personnel well oiled things seem to settle into a well defined and dignified rut.

+Deceased April, 1977

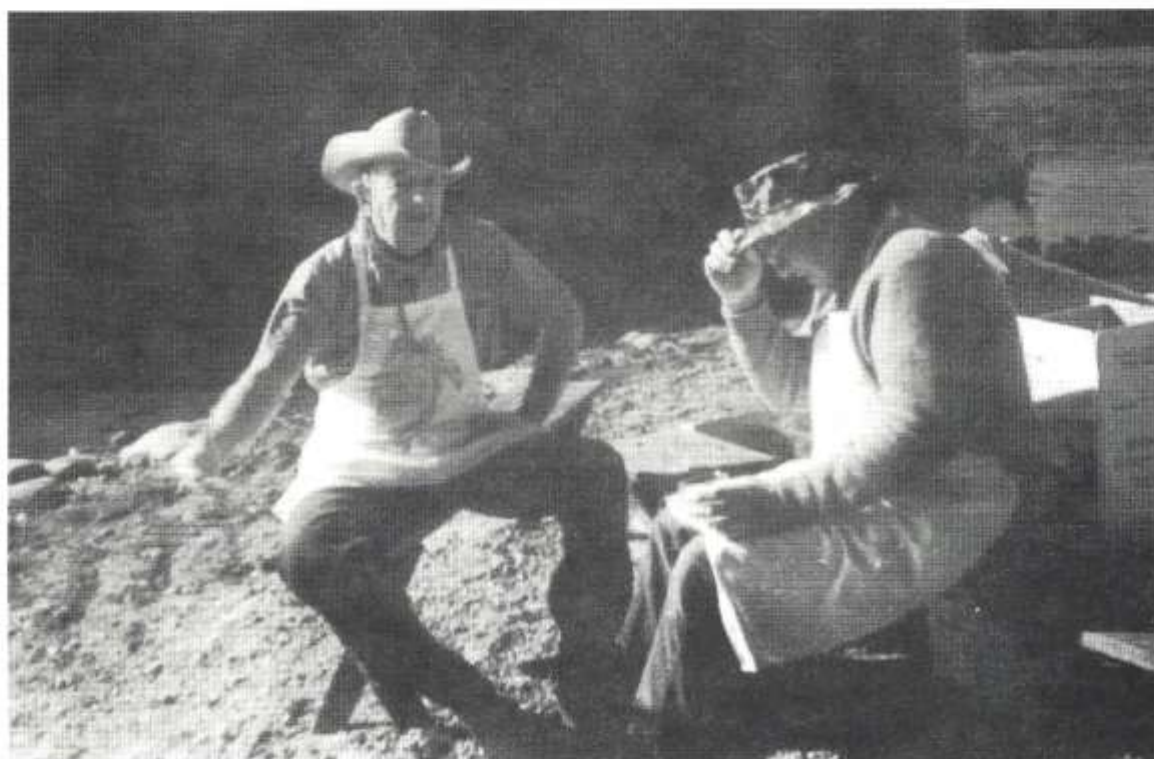
The unnerving events preceding my acceptance into CLODS suddenly ceased when I was proudly pinned by the Bull Condor himself.

The CLODS continued to meet in tumultuous harmony and in unsettled peace (they would have it no other way) every year and sometimes even oftener.

Since written records could never be kept for reasons explained previously in considerable detail the following list of outstanding events and happenings can only be sketchily chronicled.

- 1969 CLODS Barbecue at Squaw Valley (Burnt Steak).
- 1970 CLODS Barbecue at Coronado (Fishy).
- 1971 CLODS Barbecue at Monterey (Pig Meat).
- 1972 No Barbecue. Lunch on top of the world at Palm SPGS.
- 1973 CLODS Barbecue at Redding (Hobo Stew under the Market Street Bridge).
- 1974 Testimonial for Dusty Rhoades at ITTE in Oakland, featuring a performance of "Don't Put All that Wine in the Stew", written by the Bull Condor, himself.
- 1974 CLODS Barbecue at Anaheim (Albacore or Tuna).
- 1975 CLODS Barbecue at San Jose (Stake).
- 1976 Special tribute to Bull Condor Ed Hanna at Rickey's Hyatt House in Palo Alto. Ed wept so copiously into his beer that the beer was completely diluted thus keeping Ed sober enough to enjoy all of the lies and fabrications sent his way by the rowdy multitude in attendance.

"WAITER - another round, please."



"AL KOCH" & "BUD KEITH"



"ED HANNA"



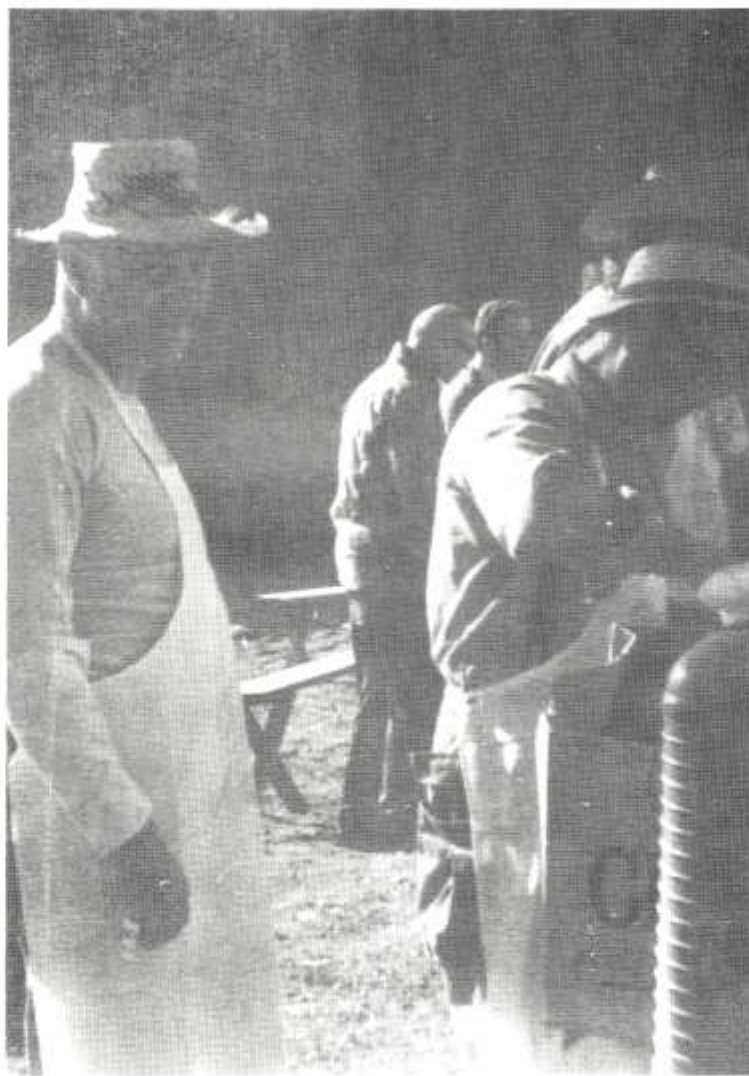
"DUSTY RHOADES"



"HANNA" & "McINTOSH"



"DAVE PIERSON"



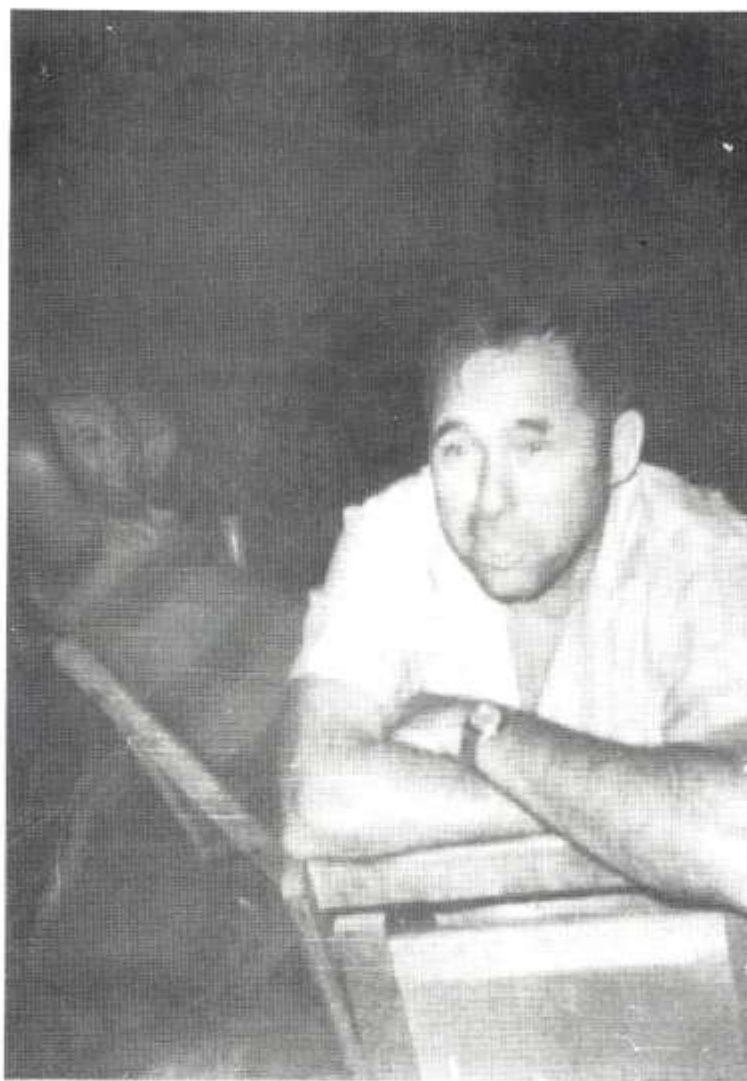
OUR STUD PELICAN
"BRUCE McCLAIN"



"VIC SAUER"



"BILL JONES"



"HOWARD VAN REYPER"



" CLODS AT REDDING "

L to R, Standing: Bud Keith, 1955-56; Al Koch, 1962-63; Ed Hanna, 1956-57;
Bill McIntosh, 1963-64; Jim Pett, 1971-72; Dave Speer, 1968-69;
Bruce McClain, 1965-66

L to R, Kneeling: Dave Pierson, 1964-65; Norm Caldwell, 1970-71



" CLODS AT SAN JOSE "

L to R: Clay Castleberry, 1975-76; Ed Hanna, 1956-57; Norm Caldwell, 1970-71;
 Jim Pott, 1971-72; Bill McIntosh, 1963-64; Bruce McClain, 1965-66;
 Don Head, 1973-74; Clint Beery, 1972-73; Jack Lambie, 1966-67

(Reprinted from January, 1967 Newsletter)

December 29, 1966

"Bob Glenn, Editor
Engineers Association Sometimes Newsletter

Dear Bob,

"Perhaps it is time to tell some of the history of the California Condor so that people may draw their own conclusions as to why the Condor is the symbol of the CLODS.

"This noble bird lives down in Ventura and Santa Barbara Counties where it nests and rears the young, but for some reason unknown to ornithologists they come to San Benito County to breed. These birds breed during the first warm days of April and the mating act is accompanied by a strange ritualistic dance which I will attempt to describe but it has to be seen to be believed.

"First, I should state that this bird has a wing spread of from 11 to 13 feet when fully grown and is so large and cumbersome that it cannot take off except with a long run in the open flat ground or else by running down a hillside. As a consequence, the carrion on which it feeds must be accessible to the bird in an area where it can take off. The Condor will starve before it will go into the bottom of a gully for a dead carcass. In the old days when no one bothered burying anything and left bodies lying around all over the place, food was no problem. Now, however, if a cow dies it is off to the tallow works before it stops kicking. Even old Road Commissioners are being buried. There is a shortage of food for the Condor, and what little there is probably died from poison. This noble bird is literally being starved out of existence.

"Another reason for dying out is the disgusting breeding habits of the bird. No one can tell the male from the female - even the Condors themselves have trouble except at extremely close range. Furthermore the bird has a horrible odor problem. He stinks, and particularly so during the first warm days of Spring which happen to coincide with his mating season. It takes about 55 days to incubate the egg and another 5 months before the baby Condor can even leave the nest. During this time it is fed regurgitated food from its Mother (How would you like regurgitated ground squirrel, probably poisoned to boot?) For another 6 or 7 months the parents of the fledgling must seek out and direct the little monster to its food before it is capable of going off on its own.

"Since Condors breed but once every two years and lay only one egg, you can see that the survival problem is terrific. Each year in April a couple of dozen of these birds show up in San Benito County and after a couple of warm days start getting ideas. (Sound familiar?) Two of these birds will start staring at each other from opposite ends of a long ridge and then start the dance. They hop around and move back and forth - swinging and swaying and from time to time they move a little closer to each other. This goes on all day long - until they finally get close enough to start getting friendly.

"Finally - late in the afternoon - they are really getting into range of each

other. (I might add that this prolonged gyration on the ridge is not a mating dance at all, as ornithologists think, but a result of the odor problem. Both birds are merely trying to stay downwind from each other). At last they are close enough to begin getting down to business and cutting out all the horse play. Now - imagine if you can - the chagrin of the Bull Condor when he finally drives in for the coup de grace and discovers to his horror - another Bull Condor. By now the mating season is over, and it is too late. He must wait another two years and hope for better luck next time. (Do you begin to get any ideas about why the Condor was selected for the symbol of the CLODS?)

"Recognizing that this noble bird was doomed to extinction in spite of what the do-gooders and preservationists could dream up, the Wild Ass Mining Company (proprietors of the favorite breeding grounds of the Condor) proposed a simple and unique way of saving the Condor. This was in 1964 and the Government still hasn't taken advantage of our proposal to import a few South American Condors.

"The South American Condor is slightly smaller than the California counterpart - only a 9 foot wing spread - but he breeds like mad. Those hot-blooded Latin condors don't give a damn about the smell and they don't go for this every two years' stuff. Importing a few of these foreigners to our area would certainly stimulate a population explosion among the California Condors."

Yours truly, etc.

(Signed) Ed Hanna

Reprinted from a January 6, 1967 News Item:

FIVE CONDORS IN AIR FLIGHT

Washington (AP) - Five Andean condors, great soaring birds with a wingspan of nearly nine feet, arrived by air freight at Washington National Airport Tuesday for the start of a life-saving experiment.

The birds, captured in Argentina, will be studied by the U. S. Bureau of Sport Fisheries and Wildlife, which is concerned over the way a similar American species is disappearing. The California condor is losing a battle to remain in existence and only a few dozen survive.

By observing the Andean condors in captivity at the Patuxent, Md., Wildlife Research Center, something may be learned that will help the California condor make a comeback.

"I don't know whether our people are going to be very happy about looking after these things, though," a bureau spokesman said.

"They've got beaks that can take a finger off."

This was over four years ago and those Latin condors still haven't gone into action. How much lead time will it take for them to go through the "Federal Reviews" and "Program approvals"? (Editor)

ten

ADDENDA

Bull Condor Ed Hanna is such an outgoing person - lots of people have expressed the thought that he should go out oftener - that there must have been a reason for his overriding interest in people, especially those of his chosen profession.

There is This is the story he tells in his own uninhibited language.

My interest in the camaraderie of engineers was ignited by a story told to me by a good friend of mine - Fred Pracht. Fred was Road Commissioner of Santa Cruz County from 1948 to 1962, and had worked for the Division of Highways for many years. He knew the story first hand.

It seems that the Western Association of State Highway Officials was meeting in Boise, Idaho, back around 1930. Bottled goods of quality were expensive and difficult to obtain in those days, but the State Highway engineers in those days were resourceful, cooperative and very imaginative. Charlie Purcell was State Highway Engineer and G. T. McCoy was his assistant. They were a scheming and conniving pair and aided and abetted by a crafty, cunning and ever-thirsty District Engineer name Lester Gibson, they cooked up a scheme to supply the meeting.

Cases of bottled goods - all imported and nearly priceless in those days, were picked up in Tia Juana and brought across the border by a daring young engineer who had all the appropriate contacts, an instinct for survival, and a burning (and successful, I might add) desire for promotion.

The cases of ambrosia and nectar were loaded into a maintenance truck, and driven by a trusted old foreman, were carried north to the District boundary, where they were transferred to another maintenance trucks and moved on to the next District. The treasure was thus transferred from District to District to the Oregon border, where custody changed hands and in the same manner was delivered on schedule to Boise. The remarkable ending to the story is that every case arrived intact and every bottle unbroken and untampered with. The Boise meeting was reported to have been a swimming success.

I have ever since admired this kind of interstate backscratching, and in later years came to feel that this kind of camaraderie among engineers was slowly slipping away - a victim of the teletype, the manuals and the red tape.

Thus, you see, the small part I played in the formation of that Camarilla known as the CLODS was in large part inspired by a vanishing species - engineers in the Division of Highways that WAS!

AMEN and I can only add "I'll drink to that."

CREDITS

Without the encouragement of the Founding Fathers of CLODS, Bill McIntosh and Ed Hanna, this monumental masterpiece would never have emerged in this format.

As the reader will undoubtedly recognize I started this train of events in trying, in a strictly humorous way to infiltrate the ranks of CLODS. I had known the "Floundering Fathers" for many years so that my efforts were not misunderstood by them. The large volume of correspondence that piled up in my efforts to become a CLOD suggested to me that the stuff might indeed become historically valuable. The orderly assembling of this matter has been a labor of love during my early retirement years.

It was, so I thought, necessary to fill in a few gaps in the CLOD chronology so I contacted Messrs. McIntosh and Hanna via the mails. Both appeared to be genuinely interested in having the story of my efforts to become a CLOD expanded to become sort of a history of the movement and encouraged me to do so.

The result is what you have read.

I am also grateful to Don Head, the Sage of Sonoma, for his work in putting the photographs in usable condition. Bill McIntosh supplied the pictures and has had the text printed and checked for errors (I sincerely hope he got them all) and put in final bound form.

Alan S. Hart
June, 1977



ABOUT THE AUTHOR

Alan Hart was born on December 7, 1907 of poor but honest parents, in a log cabin deep in the backwoods. He pushed his way through snow six feet deep to a one room schoolhouse to obtain a no-nonsense education. He attended the State University while waiting on tables for his meals and by polishing shoes for his room. He graduated summa cum laude and at one took over leadership in the California Division of Highways, where he soon became the most revered, loved and respected engineer of all time.

Well, if you can't swallow that, how about?

Alan Hart was born on December 7, 1907, (incidentally Franklin Roosevelt said that it was a day that will live in infamy) in a palatial home high atop a hill on the Gold Coast, of wealthy and influential parents. His education was obtained by private tutors and in foreign travel. When his parents had stood all they could from him they bought him the job as head engineer for the Division of Highways. When the State politicians had had enough of him they demoted him to the job as District Engineer in San Francisco. It was there that he finished up his lack-luster career by proposing a freeway up Market Street.

Since I'm writing my autobiography I should be allowed some license, however if you choose not to be taken in by either of the above you might see if what follows is closer to the truth.

December 7, 1907 is the correct date of my birth. The place was Santa Rosa, California. Specifically it was at my paternal grandmother's home on Fourth Street, a home that has long since been torn down due to advancing commercial stores. My middle name is Stuart and was given me in respect of the attending Physician, Ms. Doctor Stuart. I was to have been named Alice, since I had two older brothers, however on my advent Alice was hurriedly changed to Alan.

I spent most of my younger years in Sacramento and in Gerber. Gerber is in Tehama County. I went to High School in Red Bluff.

My father worked for the Southern Pacific Railroad as a construction man. He was sent up from Sacramento to help build the new Southern Pacific Railroad division terminal at Gerber. However he went out on strike in 1919 and never went back to work for the railroad. Dad and two partners formed a contracting firm and started building bridges for the County of Tehama on State Highway routes.

At that time the counties had to provide both right-of-way and bridges if they expected the State to build the highways.

One day Dad was helping handle dirt from a pier excavation when he looked up and saw the County Road Engineer, Charles Luning, squatting on his heels, dressed in a suit and tie, watching the operation. At that moment Dad decided that I was to be an engineer. Even at an early age was I influenced by a County Engineer!

I graduated from the University of California at Berkeley in Railroad Engineering since there was no course in Highway Engineering - I never worked a day as a Railroad Engineer. My study grades were so far down the academic list that it was reasonable for me to say that I helped lots of other engineers graduate by reason of my holding down the class average.

My first highway job was in the summer of 1928 followed by another job in the summer of 1929. Graduation day was May 14, 1930 and on May 15th I started work full time for Highways in District 3 in Sacramento and I never lost a days work thereafter.

I married a Sacramento girl, Havilah May Collins, on May 1, 1931, when I had accumulated a second-hand car, saved \$50 and received a promotion from engineering aide to Junior Highway Engineer.

We moved around the countryside of California quite extensively for a total of about 21 years which was about half of my career life. The last 21 years of my career was spent as a District Engineer in four different Districts, starting with the smallest, Bishop, and progressing through Eureka and Marysville to the Metropolitan District at San Francisco.

It was in this Bay Area District that I really came to know the CLODS and to become intrigued with their operations and machinations.

I retired from State service on December 30, 1971. It was then that I was able to make time to put together the true story of "CLODS".

“THE CLODS OF MONTEZUMA”

The End

Update to Original CLODS List

Based upon the premise when the CLODS were formed that “The original CLODS consisted of all the Past Presidents of the County Engineers Association of California that were alive and accounted for as of January 26, 1966,” through additional research of old CEAC Newsletters and other research, including obituaries, it has been determined that the list shown in the Alan Hart summary on a previous page should be expanded by adding the following to the list of “Original CLODS:”

Edward von Geldern, Sutter County, President 1919-20

Lloyd Aldrich, Sonoma County, President 1920-21

Charles W. Petit, Ventura County, President 1923-24

Harry H. Hume, Butte County, President 1927-28

Edwin A. Fairbairn, Sacramento County, President 1938-39

Owen H. O'Neill, Santa Barbara County, President 1939-40

T.W. Switzer, Tulare County, President 1943-44

Albert F. Parrott, Siskiyou County, President 1944-45

August J. Hoever, Glenn County, President 1945-46

Earl A. Burt, Los Angeles County, President 1951-52

Oliver C. Wyllie, Calaveras County, President 1954-55

Carl F. Lind, Fresno County, President 1957-58

Each of the above were determined to be alive and well on the date of the formation of the CLODS in January 1966. A November 1967 CEAC Newsletter indicates that Past President Earl Burt was one of many Past Presidents that attended the 1st Annual Past Presidents' Dinner on October 18, 1967 and that all Past Presidents in attendance received a plaque honoring their past service to the CEAC organization, with Past Presidents Wyllie, Hoever, Parrott, Switzer, Fairbairn, and Hume not presentbut who would be presented with Past President plaques at a later date. Past Presidents Aldrich, Pettit and O'Neill were not mentioned. Death records have indicated that Aldrich and O'Neill were each alive in January 1966, while Petit passed away on January 22, 1973.

A CEAC Newsletter of January 1972 prepared by then editor Ed Hanna noted the passing in November 1971 of “Senior CLOD” Edward von Geldern, who the CEAC roster lists as President in 1919-20.

In addition, the October 1977 Newsletter commented that “two old time CLODS have prom-

ised to be in attendance, and help with the preparation of the pit-baked zucchini - Art Kiefer, President of CEAC in 1952-53 and Ed Fairbairn, President of CEAC in 1938-39.” This further indicates such Past Presidents (even though not included on Alan Hart’s listing of CLODS) were in fact CLODS.

By the time the CLODS were formed, several of these men, including Lloyd Aldrich, Charles Pettit, Carl Lind and others had moved on to jobs in other organizations or had been retired for some time and may have been unknown to Alan Hart when he prepared his document in 1977.

Additional “Civilian” or “Honorary CLODS”

Up to the date of this writing, seven additional Honorary CLODS have been inducted with full membership in the CLODS for their long term and dedicated contributions to the County Engineers Association. These seven are as follows and are listed in the order in which they were so honored into the organization: Alfred P. “Buzz” Stokes, Ventura County and designated ‘CEAC Chaplin’; Vic Pottorf, California State Association of Counties, CSAC; Win Westfall, Willdan Group, Inc.; Norman Hawkins, Hawkins Traffic Supply Co.; Tom Mlcoch, T.L. Mlcoch, Inc.; Mort August, Willdan Group, Inc.; DeAnn Baker, CSAC.

Name, Motto, Purpose, Membership

While this document is focused primarily on the individual CLODS, it is necessary to reflect on the organization’s establishment, activities and involvements.

In December 1965, a dialogue, both in writing and orally, began between Bill McIntosh and Ed Hanna regarding developing a club of Past CEAC Presidents with the idea of continuing the friendships that had been built up through the years and continuing assistance to CEAC now that they (the Past Presidents) were no longer officers. Bill initially suggested a name for the organization such as “Has-beens” or something along that line.

In a little over a month the two wrangled over an organization name, purpose, a symbol and motto. By January 1966 they had reached agreement on these items and created a constitution with the idea of bringing the concept to the CEAC administration for recognition.

To quote from the constitution they developed, *“The name of the organization shall be California’s Loyal Order of Dedicated Servants (C.L.O.D.S.); the Official Symbol shall be the California Condor; for he too is a rare bird; and the motto shall be **The Best is None Too Good.***

The constitution further states, *“The object of this Organization shall be to evoke the spirit of camaraderie throughout the County Engineers Association of California to give guidance to the current administration of said CEAC through liberal dissemination of the accumulated wisdom and half vast knowledge of these former peerless leaders; to make said former peer-*

less leaders feel needed and wanted; and to prevent any member of either organization from becoming overly impressed with his own importance”.

and, “Membership in this organization shall be composed of all Past Presidents of the County Engineers Association of California - active and inactive; plus any other person duly nominated and elected at any regular or special meeting of this organization”.

Finally, “All members automatically become duly sworn members of the Montezuma County Grand Jury”.

CLODS in CEAC and NACE

Through its first 50 years, the CLODS have continued to support the objectives stated in the constitution to bring camaraderie and assistance to CEAC.

CLODS have been active in CEAC serving on the Board of Directors both as working and retired members of county public works organizations. CLODS have also been actively involved in many other engineering organizations including the American Public Works Association, APWA, and the National Association of County Engineers, NACE.

Two CLODS, John A. “Jack” Lambie of Los Angeles County, and A. E. “Dusty” Rhoades of Yolo County, were a part of the formational meeting of the National Association of County Engineers (NACE) in 1956 with Dusty serving as the very first NACE Western Region Vice President that same year. Jack Lambie went on to become NACE President in 1960, before he served as CEAC President in 1966-67. Since that time, four additional CLODS have been elected as NACE President. They are Bill McIntosh of Lassen County, Don Head of Sonoma County, Budge Campbell of Mendocino County, and Phil Demery of Sonoma County. A number of other CLODS (see individual bios) have served in the capacity of NACE Western Region Vice President.

Numerous CLODS have been selected by APWA as a “Top Ten Public Works Leader” (see full list later in this document).

Significant CLOD Activities

Through the years the CLODS have attempted to achieve the goals that were set forth in the original CLODS constitution. In addition to continuing to assist the CEAC organization and its members by serving on the Board of Directors and providing guidance to CEAC members, the CLODS have established a number of significant activities, including the CLODS Barbecue in 1969, the Buffalo Bull Award in 1972, and the Buddy Award in 1983 to help build organizational camaraderie and to provide some measure of stress relief for the CEAC members who work so hard and long for their County constituencies.

The history of the Barbecue, the Buffalo Bull and Buddy Awards have been detailed numerous

times in “Droppings” Newsletter articles by CLOD Dave Gravenkamp and are not included in this document. The history of the Buffalo Bull Award and details of the individual recipients have been summarized in a separate document titled “Buffalo Bull Award”.

As the CLODS embark on a sixth decade of existence, it is hopeful that the objectives and activities of the organization started by our predecessors will continue for many years to come. It is also hopeful that future leaders will provide any necessary additions or changes to the organization so that the CLODS can continue to be of benefit and assistance to the CEAC membership.

Significant CLOD Activities—With Year Initiated



Buffalo Bull Award

1972



Buddy Award 1983



The CLODS

1919-20 Edward von Geldern , Sutter	1971-72 James T. Pott , Santa Clara
1920-21 Lloyd Aldrich , Sonoma	1972-73 Clinton D. Beery , Fresno
1923-24 Charles W. Petit , Ventura	1973-74 Donald B. Head , Sonoma
1927-28 Harry H. Hume , Butte	1974-75 L. Dale Mills , Kern
1938-39 Edwin A. Fairbairn , Sacramento	1975-76 Clay Castleberry , Butte
1939-40 Owen H O'Neill , Santa Barbara	1976-77 Irvin L. Mohar , Los Angeles
1943-44 T.W. Switzer , Tulare	1977-78 S. H. "Sid" Cantwell , San Mateo
1944-45 Albert F. Parrott , Siskiyou	1978-79 Eugene H. Knapp , Solano
1945-46 August J. Hoever , Glenn County	1979-80 C.F. "Budge" Campbell , Mendocino
1951-52 Earle A. Burt , Los Angeles	1980-81 Leland Steward , Santa Barbara
1952-53 A.L. "Art" Kiefer , Sacramento	1981-82 Lawrence A. Coleman , Tehama
1954-55 Oliver C. Wyllie , Calaveras	1982-83 R.J. "Rudy" Massman , San Diego
1955-56 A. Clinton "Bud" Kieth , Riverside	1983-84 Verne L. Davis , Merced
1956-57 Edward R. Hanna , San Benito	1984-85 George Protopapas , San Luis Obispo
1957-58 Carl F. Lind , Fresno	1985-86 Lloyd Roberts , Yolo
1958 A.E. "Dusty" Rhoades, Jr. , Yolo	1986-87 Thomas A Tidemanson , Los Angeles
1958-59 Charles S. Dumble , Kern	1987-88 Richard W. Curry , Shasta
1959-60 Raymond P. O'Neill , Butte	1988-89 Arthur E. Goulet , Ventura
1960-61 Martin Nicholas , San Bernardino	1989-90 Richard D. Welton , Fresno
1961-62 William A. Jones , Solano	1990-91 J. Michael Walford , Contra Costa
1962-63 A.S. Koch , Orange	1991-92 David A. Gravenkamp , Siskiyou
1963-64 William D. McIntosh , Lassen	1992-93 Robert L. Sans , San Mateo
1964-65 David E. Pierson , Imperial	1993-94 Henry Hirata , San Joaquin
1965-66 Bruce W. McClain , Monterey	1994-95 S. Harry Orfanos , Imperial
1966-67 John A. Lambie , Los Angeles	1995-96 John Mitchell , Lassen
1967-68 Vic Sauer , Contra Costa	1996-97 Douglas Wilson , Tulare
1968-69 David K. Speer , San Diego	1997-98 Max Bridges , San Benito
1969-70 H. Van Reyper , Yolo	1998-99 Mehdi Madjd Sadjadi , Marin
1970-71 Norman H. Caldwell , Santa Barbara	1999-2000 Donald J. LaBelle , Alameda

The CLODS (continued)

2000-01 **Kenneth A. Miller**, San Bernardino

2001-02 **Thomas Hunter**, Plumas

2002-03 **Phillip M. Demery**, Santa Barbara

2003-04 **Gerry Shaul**, Lake

2004-05 **Tim Hackworth**, Placer

2005-06 **Maurice Shiu**, Contra Costa

2006-07 **Mike Crump**, Butte

2007-08 **George Johnson**, Riverside

2008-09 **Peter Rei**, Tuolumne

2009-10 **Patrick V. DeChellis**, Los Angeles

2010-11 **Julie Bueren**, Contra Costa

2011-12 **Daniel Woldesenbet**, Alameda

2012-13 **Thomas Mattson**, Humboldt

2013-14 **Scott McGolpin**, Santa Barbara

2014-15 **Mike Penrose**, Sacramento

2015-16 **Matt Machado**, Stanislaus

2016-17 **John Presleigh**, Santa Cruz

Honorary CLODS

Burdett “Bob” Glenn, Institute of Transportation Studies, U. C. Berkeley

Harmer Davis, Institute of Transportation Studies, U. C. Berkeley

Alan S. Hart, State Division of Highways (Caltrans)

Alfred P. “Buzz” Stokes, Ventura County

Victor Pottorff, CSAC

Win Westfall, Willdan Group, Inc.

Norman Hawkins, Hawkins Traffic Safety Supply

Tom Mlcoch, L.T. Mlcoch, Inc.

DeAnn Baker, CSAC

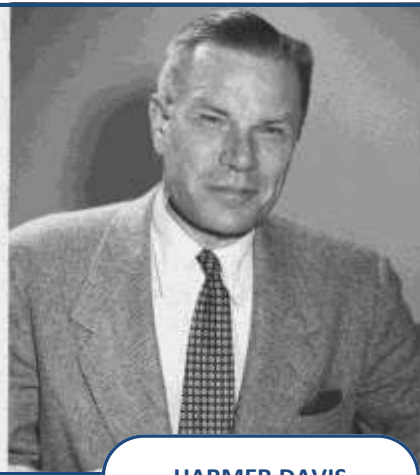
Mort August, Willdan Group, Inc.

Honorary CLODS



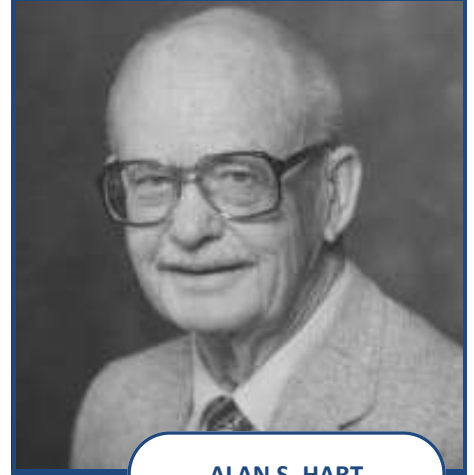
BURDETT "BOB" GLENN

I.T.T.E.
First CEAC Newsletter Editor



HARMER DAVIS

I.T.T.E.— Institute of Transportation
and Traffic Engineering , U.C. Berkeley



ALAN S. HART

State Div. of Highways (Caltrans)



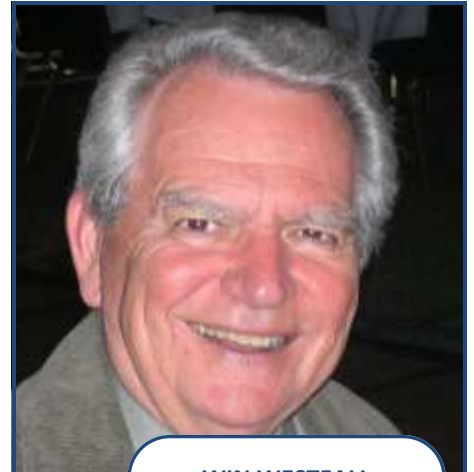
A. P. "BUZZ" STOKES

Ventura County
CEAC Chaplain



VICTOR POTTORFF

California State Association
of Counties



WIN WESTFALL

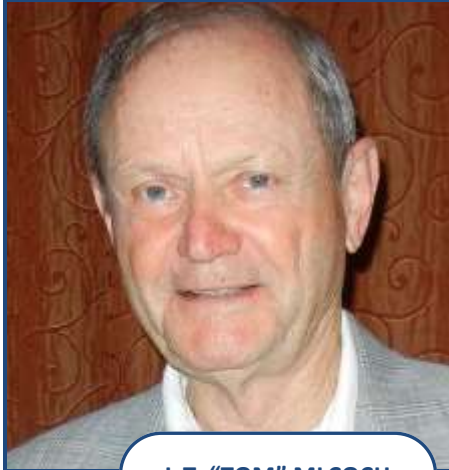
Willdan Group, Inc.

Honorary CLODS



NORMAN HAWKINS

Hawkins Traffic Safety Supply



L.T. "TOM" MLCOCH

L.T. Mlcoch, Inc.



DEANN BAKER

California State Association of
Counties



Mort August

Willdan Group, Inc.



Burdett “Bob” Glenn - I.T.T. E.

Honorary CLOD

CEAC’s First Newsletter Editor 1961 - 1969



Burdett “Bob” Glenn was born in West Sunbury, Pennsylvania, June 16, 1904 to parents Horace and Ida Glenn. At the time of the 1910 U.S. Census he was living in Washington Township, Pennsylvania, with his parents and two older sisters. His father was employed as a general farmer.

Glenn began his college education at Grove College. He later attended the University of Michigan and received a bachelor of science degree in civil engineering. He also served as an instructor of surveying at Michigan from 1918 to 1919.

While attending Michigan, Glenn played college baseball for the Michigan Wolverines baseball team in 1917 and 1918. and was the captain of the 1918 team. While attending Michigan, he was also a member of the Lambda Chi Alpha fraternity, Griffins, Vulcans, Webb and Flange, Round-Up Club and the Keystone Club.

Glenn signed a baseball contract with the St. Louis Cardinals. In April 1920, the Milwaukee baseball club announced that it had purchased Glenn from the Cardinals. Glenn either remained with or returned to the Cardinals in 1920. He appeared in two major league baseball games for the Cardinals on July 27, 1920 and August 17, 1920. Both appearances were as a relief pitcher.

In 1919, after graduating from Michigan, Glenn was hired as an instructor in civil engineering at the Engineering School of the Oregon State Agricultural College (now known as Oregon State University) in Corvallis, Oregon. From 1922 to 1934 he was an assistant professor of civil engineering. In 1934, Glenn became an associate professor, and in 1936, he was listed as an associate professor in the field of “highway engineering.” While at Oregon State, Glenn’s publications included “Highway and Traffic Engineering Literature: A Classified Bibliography of Periodical Literature Covering the Period 1920-1939” and “A Report on the Efficiency of the Present Highway Systems as it Affects the Logging Industry.”

In the late 1940s, Glenn left Oregon State to become one of the early staff members at the Institute of Transportation and Traffic Engineering (ITTE) at the University of California, Berkeley. While associated with the University Glenn had publications including “Working for Progress in Highway Engineering” (1954), “County Road Organization and Administration in California” (1955) and “An Inventory of Traffic Engineering Activities in California Cities” (1959).

Bob was a CEAC Treasurer for a number of years and founded the CEAC Newsletter in 1961 and prepared and edited the Newsletter for another 10 years. Bob Glenn passed away on June 3, 1977.



Harmer E. Davis - I. T. T. E. Honorary CLOD



Harmer E. Davis, passed away December 24, 1998 in Walnut Creek, California at the age of 94.

He was the founder and guiding light of what is now the University of California Institute of Transportation and pioneered highway engineer training throughout the State of California.

In 1947, prior to the Collier-Burns Act, Davis began the nation's first program combining research and teaching to help train Highway Engineers. His students upgraded California's roads and airports in the years after World War II. Davis' model was later copied by several states throughout the nation.

He was a strong supporter and friend of CEAC. It was not surprising for a County Road Commissioner to look up from his desk and see Harmer being escorted into his office, sit down and discuss Highway Engineering Training and its necessity for hours.

Born in Rochester, N.Y., he attended Charlotte High School in New York and graduated from Huntington Park High School in California in 1923. In 1928, he graduated from the University of California Berkeley with a B.S. in Civil Engineering and received his M.S. in Civil Engineering from the same school in 1930. He devoted the rest of his life to the University of California Civil Engineering and as Director of the Institute of Transportation and Traffic Engineering.

Vic Sauer, long time friend described Davis as follows: "An outstanding individual in every respect. One, which every CEAC should bow his or her head, and say Thank You! In memory of this professor and engineer who contributed so much to Civil Engineering and the education and training of Highway Engineers!"

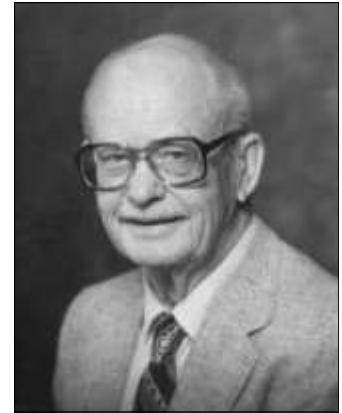
Harmer is an Honorary Life Member of CEAC and an Honorary Member of the CLODS, someone very special, who in one way or another will be missed by all.

[This article was taken from a 1998 CEAC Newsletter prepared by Verne Davis.](#)



Alan S. Hart - State Div. of Hwys. (Caltrans)

Honorary CLOD - 1971



Alan S. (Stuart) Hart was born in Santa Rosa in December 1907 in Santa Rosa, California. His middle name was given in respect to the attending physician, Ms. Dr. Stuart. He spent most of his younger years in Sacramento and in Gerber, a town in Tehema County. Alan was attracted to engineering by his father, who originally worked for the Southern Pacific Railroad in construction and later formed his own construction firm and started building bridges for Tehema County on State Highway routes.

He attended and graduated from the University of California, Berkeley in May 14, 1930 in Railroad Engineering...as there was no course in Highway Engineering. He immediately went to work on May 15, 1930 for the California State Division of Highways, District 3, in Sacramento and as he said "I never lost a days work thereafter."

Alan married a Sacramento girl, Havilah May Collins, on May 1, 1931 when he had accumulated a second-hand car, saved \$50 and received a promotion from engineering aide to junior civil engineer.

The last 21 years of his career, which was approximately half of his career, was spent as a District Engineer in four different Districts. He started in the smallest, Bishop, and progressed through Eureka, Marysville, and finally to the metropolitan District of San Francisco.

A highly respected highway engineer throughout the State and Nation, Alan retired December 30, 1971, with accomplishments to numerous too describe. The fact that a portion of Interstate 80 over the Sierra mountains bears his name, the Alan S. Hart Freeway, speaks for itself and is a tribute to an outstanding individual.

Alan Hart passed away suddenly on June 8, 1994, at the age of 86.

Alan was one of only three original Honorary CLODS and is the author of "The CLODS of Montezuma," which is a history of the CLODS published in 1977.

[This article was taken from a CEAC Newsletter of 1994 prepared by Verne Davis and from Alan's own words found in "The CLODS of Montezuma."](#)



Alfred P. “Buzz” Stokes - Ventura County
Honorary CLOD
CEAC “Chaplain”

Alfred P. “Buzz” Stokes, P.E., FASCE, passed away in Santa Barbara on April 26, 2012. He was born on July 28, 1919, and raised in Georgetown, Washington, D.C. His parents were Professor A. P. D. Stokes and Art Instructor Margaret Finney Stokes of Ohio State University. He is survived by his son Christopher, of Woodland, and daughters Bridget of San Rafael and Jennifer Burns of Santa Barbara, grandchildren Michael and Stephen Stokes and Tiffany Burns.

He began his civil engineering undergraduate studies at Antioch College in Ohio and completed them under the Navy’s V-7 program at Catholic University of America in Washington, graduating *Summa Cum Laude*. He completed his graduate studies at the U.S. Naval Academy Postgraduate School at Annapolis. Buzz was a WWII veteran, having served in the Pacific Theater as a Lieutenant, specialist in Engineering.

Stokes was licensed to practice Civil Engineering in Arizona and California. He was a Fellow of the American Society of Civil Engineers and a Life Member of the County Engineers’ Association of California. He was a past member of the Ventura Rotary Downtown, the Navy League and the Downtown Rest and Aspiration Society.

Buzz served as Director of the Ventura County Public Works Agency from 1967 to 1977. His long career in civil works included design and construction for Kaiser Engineers, the Navy, Army Corps of Engineers, County of Marin, and Smyth Research Associates. He also served as Chairman of the Metropolitan Transportation Engineering Board, advisory to SCAG’s southern counties and their cities.

Buzz loved the out-of-doors, and enjoyed many rafting and bicycling vacations. In the family’s younger years, vacations were extended camping trips to explore the National Parks in the western U.S. and Canada. A great favorite was the beautiful and unspoiled Glacier National Park. Always included in the family trips were Peter, the Dalmatian, and Guppy, the sailboat. Throughout his life Buzz remained a steadfast advocate for wildlife and conservation causes.



Victor Pottorff - CSAC

Honorary CLOD



On October 15, 2015, **Victor Pottorff** wrote as follows:

I have been retired for 15 years. During this period I have not attended a CSAC/CEAC function. I decided when I retired it was a good time to close a chapter in my life and begin another. That is not to say the events and CEAC members I worked with for close to 30 years will always be a period of my life I am very proud of and provided so many wonderful memories. Many CLODS I was honored to call a friend have now passed on.

As for the past 15 years, Carol and I have divided our time between Sacramento and Keuka Lake, which is in the Finger Lakes region of Western New York. My activities and interests are very simple: reading, playing golf, going to the local racetrack (I finally went to the triple crown races for my bucket list), watching movies from Netflix (just hit 9,000 films reviewed mark last week), traveling all over the world (China, Russia, Africa, India, Europe, etc. etc.), maintaining a good workout schedule, watching sports and some shows on television , staying out of the damn hospital (2 hip replacements and other parts not working).

I have written several plays and my daughter and I are working hard to find a theater company who might be interested in producing.

I am not sure why anyone would be interested in the fact that I spent 4 years in the U.S. Air Force, graduated from the University of Arizona (I still root for USC when the two football teams play), or I have three grand-daughters who think PAPA is grumpy most of the time.

Living in a rural county of 25,000 people has changed my outlook on life. I do not read a newspaper or watch the news on television. For people who knew me, “back in the day”, I am very different and much more at peace. Reading the CEAC Newsletter, I can tell how professional and knowledgeable the CSAC staff are today . I hope I was a small part of that development, and that makes me just as happy as sinking a ten foot putt.



Win Westfall - Willdan Group, Inc.
Honorary CLOD
Chairman of the Board, Willdan Group

Win Westfall received a Bachelor of Science Degree in Civil Engineering from the University of Southern California in 1962 and a Master of Business Administration from Pepperdine University in 1980.

Win has over 35 years of experience as a line manager for consulting engineering firms, and has served as city engineer for seven California cities. He is currently a registered engineer in California and has been a registered civil engineer in Hawaii, Idaho, Nevada and Washington.

Mr. Westfall is a fellow of The Society of American Military Engineers and has been active in numerous other professional associations. During 1997, he served as the National President for The American Public Works Association (APWA), the first private consultant to hold this position. Mr. Westfall has served on and chaired committees for the American Council of Engineering Companies, and in 2004 was made an Honorary CLOD of the County Engineers Association of California.

Mr. Westfall has served as the trustee of the APWA Education Endowment Fund since 1999 and was on the California Transportation Foundation board of directors from 2005 to 2012.

Mr. Westfall is an Independent Chairman of the Board of the Willdan Group, Inc. He has served as Chairman of the Board since May 2006, and has been a member of the board of directors since 2001. Mr. Westfall was President and Chief Executive Officer from May 2006 to February 2007, Senior Vice President of Corporate Relations from January 2004 to May 2006, and a regional manager in northern California from 1998 through January 2004.

This information was taken from an article at <http://www.reuters.com/finance/stocks/officerprofile>



Norman Hawkins, Jr.
Hawkins Traffic Safety Supply
Honorary CLOD

Norman Hawkins, Jr. was born in San Francisco in 1920. He attended local schools and graduated from George Washington High School in 1937, graduating first in his class. From 1937 through 1941 he was a student at U.C. Berkeley.

Norman served as a U.S. Navy officer during WWII from 1942 through 1945, including combat tours in the South Pacific. At the end of the war, Norman Hawkins, Jr., entered a salvage business that had been started by his grandfather, John L. Hawkins, and his father, Norman L. Hawkins, Sr., about 1932. This was a successful salvage business in the Coalinga area that salvaged materials such as pipe, valves, boilers, pumps, motors and an assortment of oil field fittings that were accumulated and offered for sale. A fortuitous acquisition of 100 tons of war surplus camouflage netting and channel u-post stakes in 1948 launched Hawkins-Hawkins Co., Inc. and a beginning in the traffic safety device field.

The State Division of Highways encouraged the company to use their 100 tons of surplus metal for manufacturing guideposts for City and County purchases and use. Hawkins was the first to enter the private sector as a producer and seller of all-metal guideposts. This led to expanding the product line from a single product to encompass reflectors, traffic signs, paints, signposts, street name signs, sign fasteners, etc.

As the company expanded, the company invested more and more into manufacturing locally within their own facilities. Manufacturing eventually grew to include roll forming of channel u-posts and highway guard rails, automated paint lines and curing ovens, aluminum treatment tanks, threading machines, slitters, shears, punch presses, silk screening, die casting, molding, sign refurbishment, and dozens of other specialized and unique production capabilities, encompassing 50,000 square feet of manufacturing and office facilities plus 50,000 square feet of storage yard.

In 1956, the elder John L. Hawkins passed away. His son, Norman Hawkins, Sr., remained President until his death in 1979. Since then, Norman Hawkins, Jr. has served as President and Chief Operation Officer. Today the enterprise continues in Berkeley, Ca as the Hawkins Traffic Safety Supply Division of Hawkins-Hawkins Co., Inc.

[The above information was taken from a Spring 1988 CEAC Newsletter prepared by Verne Davis.](#)

Norman passed away on October 14, 2015 at the age of 93.



Louis Tom Mlcoch - L.T. Mlcoch, Inc.

Honorary CLOD - 2013



Louis Tom Mlcoch is studied engineering at San Francisco State University and is also a graduate of the University of California, Berkeley in structural engineering.

Tom is a registered engineer both in California (C10559) and Nevada (010479).

He has more than 45 years experience in the planning and design of more than 200 bridges of various types (including slab, girder, arch and truss) and materials (including timber, reinforced and prestressed concrete, and structural steel). His responsibilities have included environmental and foundation studies, bridge hydrologic studies, utilities, preliminary and final design, preparation of contract documents, bid evaluation, contract administration, and resident engineering.

Prior to forming L. T. Mlcoch, Inc., he accumulated a broad base of experience in road and bridge design, administration, structures, and utilities. He retired from CH2M Hill after 27 years. Prior to that, he served as a principal in his own engineering firm, as a county engineer and surveyor in Yuba County, road commissioner in Colusa County, and as a bridge engineer for Caltrans and the Division of Bay Toll Crossings.

Tom is a Life Member in the American Society of Civil Engineers having served as President of the Shasta Branch and also an Affiliate Member of the County Engineers Association of California.

The CEAC Newsletter of January 1963 identified Tom as the Alternate Regional Director of CEAC's Sacramento Motherlode Region and as a full-fledged member of the Highway Committee (which is now the Transportation Committee). The CEAC Newsletter of April 1964 gave notice that Tom would be leaving Yuba County and "stepping out of the public trough in hope of finding more and better vitamins elsewhere." At that time he joined John Hamby and Associates in Paradise, California."

Tom was elected as an Honorary CLOD and installed at the CLODs BBQ in 2013 for his many years of support and assistance to CEAC, to many individual counties, the engineering profession, and the CLODS.

DeAnn Baker - CSAC

Honorary CLOD - 2018



DeAnn Baker was born and raised in Sacramento, California. She attended both Sacramento City College where she obtained a degree in Math and Science with honors and California State University of Sacramento (CSUS) where she earned a B.A. in Environmental Studies. During her youth and into her college years she was very involved in a variety of sports from flag football to softball. While at CSUS, the Hornets, women's softball team finished third in nationals. Today she enjoys the more leisurely sport of golf, which she has enjoyed playing in her personal and professional life. She attributes this to breaking down gender barriers and contributing significantly to networking in her professional life.

DeAnn began with the California State Association of Counties (CSAC) in February 1988 when she received the support of the CEAC Board of Directors to do analytical work on legislative issues of interest to public works. Starting as a legislative analyst, she worked her way into a lobbying position in the areas of housing, land use, transportation, Indian gaming, climate change, and public works administration. For the past five years she has served as the Deputy Executive Director of Legislative Affairs overseeing the entire CSAC legislative platform and advocacy team.

Prior to coming to CSAC, DeAnn worked for the Governor's Office of Planning and Research and the Governor's Office of Local Government Affairs as a research assistant and legislative analyst.

She has over 33 years of experience working with the executive and legislative branches of government. Ms. Baker has extensive knowledge of budget and policy issues of direct interest to local government and has an in depth understanding of the state/local fiscal relationship. DeAnn has decades of experience in transportation and land use law. She was directly involved in constructing all significant transportation funding legislation passed in California over the last two decades including; AB 2928 (Chapter 91, Statutes of 2000) that led to Proposition 42 in 2002, the \$20 billion Transportation Bond passed by the voters in 2006, the Transportation Tax Swap of 2010 and most recently SB 1 (Chapter 5, Statutes of 2017).

Ms. Baker was also directly involved in crafting, negotiating and passing SB 375 (Chapter 728, Statutes of 2008) a significant land use measure passed in California to reduce greenhouse gases by integrating land use and housing planning with transportation investments. Over her many years at CSAC, DeAnn provided invaluable support for the County Engineers Association of California, and for public works statewide, through her determined and successful legislative work.

DeAnn clearly exemplifies the CLODS' motto, "The Best is None Too Good."

[Bio info by DeAnn Baker, January 2018](#)

Mort F. August - Willdan Group, Inc.
Honorary CLOD - 2018



Morton F. August, is a California Professional Engineer and (at the time of this writing in August 2018) Senior Vice President and Northern California Regional Manager for the Willdan Group, Inc.

Mr. August possesses over 35 years of municipal engineering experience, and assists Willdan's clientele through his expertise serving as City Engineer and City Public Works Director for numerous California communities.

He is active in professional organizations including the American Public Works Association, the County Engineers Association of California, the California State Association of Counties, and the League of California Cities.

Mr. August's significant industry knowledge as a Public Works Director has fostered growth and resulted in successful project developments for the then newly incorporated Cities of Dana Point, Encinitas, and Solana Beach, as well as the established Cities of Manhattan Beach and Redding. He is currently serving as the contract City Engineer for the Cities of Mt. Shasta and Shasta Lake.

He also has an extensive and varied construction/project manager experience having served as the Resident Engineer/ Project Manager during his 11-year career with the City of Pasadena.

In 2018, Mort was inducted as an honorary member of the CLODS due to his long time service to engineering in cities and counties throughout the State of California, as well as his long and dedicated service to CEAC and the CLODS.

CLOD Honors

CEAC Engineer of the Year

1992 - Dave Gravenkamp
1993 - Mike Walford
1994 – Richard Welton
1995 - Art Goulet
1996 - Henry Hirata
1997 - Doug Wilson
1998 - Dave Gravenkamp
1999 - Mehdi Sadjadi
2001 - Tom Hunter
2002 - Don LaBelle
2003 - Maurice Shiu
2006 - Pat DeChellis
2010 - George Johnson
2011 - Phil Demery
2012 - Mike Crump
2013 - Daniel Woldesenbet
2014 - Julie Bueren
2016 - Mike Penrose

APWA Top Ten Public Works Leader

1960 - John Lambie
1966 - David Speer
1971 - Allen S. Koch
1975 - Don Head
1976 - James Pott
1983 - Bruce McClain
1986 - Tom Tidemanson
1987 - Don LaBelle
1996 - Mike Walford
2002 - Dave Gravenkamp
2013 - Julie Bueren
2014 - Daniel Woldesenbet

CLODS MOTTO

“The Best is None Too Good”



CONDOR

By: George Protopapas, Santa Cruz County

CLODS PARAPHERNALIA



CLODS Theme Song ???

The song below was written and sung by Ken Miller as part of the CLODS BBQ Program in 2004 or 2005. The remainder of the CLODS program that year included dances in costumes by Gerry Shaul, Phil Demery and Mehdi Sadjadi. The entire dance and song program was “mandated” to each of the participants by the then Newsletter Editor, Verne Davis, who was in charge of the program. Absent any other songs about the CLODS known to exist, this may be considered the CLODS’ Theme Song, unless supplanted by any other more (or less) deserving song.

Note: The song is sung to the tune of “God Bless America”.

“GOD BLESS THE CLODS”

**God bless the CLODS
California is their land
Stand behind them and prod them
To excel throughout this state of ours
From Lassen County to Santa Barbara
And San Diego to Siskiyou
God bless the CLODS
And their California home.**

**God bless the CLODS
A loyal order
That stands together in feather
And is led by the glorious “Old Crow”
There’s the “Whooping Crane” and the “Horny Owl”
Coots and pigeons to name a few
God bless the CLODS
The best is none too good.**

**God bless the CLODS
They have done good
Building spirit and goodwill
For the Counties and their engineers
With hospitality and great barbecues
Raucous laughter and friendship too
God bless the CLODS
And their California home
God bless the CLODS
The best is none too good.**

Left Blank Intentionally

