



### 5 LOSE LIVES IN CONSTRUCTION

Although the \$52,000,000 Tri-Dam project involved hundreds of thousands of man-hours of work, the use of much equipment, and the shifting of thousands of tons of earth and rock, only five lives were lost.

As is the case in heavy construction projects such as Tri-Dam, industrial on-the-job mishaps inevitably occur. It is unfortunate the five lives were snuffed out, however, the safety record overall apparently was good.

The first worker killed was Otto Robinson, a master mechanic, of Corcoran, who was swept away in a flood of muddy water and debris when a six-foot diverting pipe burst at the Beardsley Dam site, Dec. 6, 1935.

Another member of the crew who will be remembered by his fellow workers was Conrad (Connie) Hucksion, 50, of Jamestown, who was killed Jan. 13, 1936, by flying granite when the vibration of his drill set off buried explosive.

Killed in the same blast was Walter Hooper, 37, of Pollack Pines.

A 27-year-old Donnell's Dam worker, Wesley Allen Osborne of Rt. 2, Box 781, Oakdale, was the fourth workman killed. He fell from a "bucket" elevator in an air escape shaft June 4 of last year.

The last workman to be killed was Arthur Carlson, a 36-year-old Donnell's Dam carpenter. He met his death Dec. 11, 1935 when a giant rockslide crushed the building he was in, burying him beneath 100 yards of rock and earth.

In addition to those who died bringing the Tri-Dam project into being, eight men were injured on the job, some in the same accidents which took the lives of the five, and some in separate mishaps.

### Sight Good Enough for Driving Car

LITTLE ROCK, Ark. (AP)—A man came into A. J. Bishop's dry cleaning shop, asked for his suit, then asked Bishop to confirm the color.

"I don't see well," the customer explained. "Will you take your money from this bill and give me the change?"

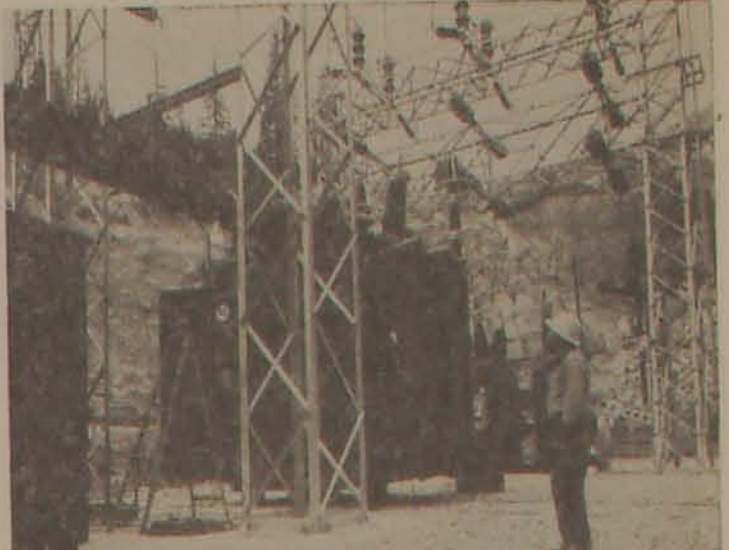
Bishop made change, put the suit on a hanger, and placed it in the man's hand.

The man turned, fumbled for the doorknob, and stepped outside to an automobile. He felt for the door handle, opened the door, and gropingly hung up his suit.

Then he got behind the wheel and drove away.

(Two counties before coming to Contra Costa County.

Mrs. Fredericks taught in Antioch since Sept. 1934 and received a life credential in 1951. She served as vice-principal of Freemont School from 1942 until 1952. Members of various classes through the years told of incidents which occurred during their years under Mrs. Fredericks.



**THIS PAYS THE BILL.**—Pictured above is one of the huge transformers at Beardsley powerhouse that is transmitting electricity over the PG&E line. The public utilities company has purchased the power output from the three dams. This revenue is paying for the Tri-Dam construction.

### BEARDSLEY IS LARGEST DAM

Beardsley, which lies about 12 miles, down river from Donnell's Dam, is the largest of the three projects insofar as water storage is concerned.

The dam is an earth, sand, gravel, and rock fill with a gate-controlled chute spillway on the right abutment. Most of the water passes through the low level tunnel beneath the spillway and into the 96-inch diameter penstock, then into the powerhouse.

Water can be wasted around the penstock as well as over the spillway. A timber-crib and rock afterbay dam is located one mile downstream to regulate the fluctuating discharge from Beardsley.

It is necessary to relocate the Pickering logging railroad from its present position through the reservoir to its proposed crossing over the dam as part of this Project.

### Noted Engineer Was Supervisor of Vast \$52,000,000 Tri-Dam Project

STRAWBERRY, June 14—One of the top engineers in the United States supervised much of the planning and construction of the giant \$52 million dollar Tri-Dam Project which sits astride the Stanislaus River in Tuolumne County.

He is G. W. (Bert) Goodenough, a Twain Harte resident these past two years, and almost a world citizen.

Tough, kindly, yet easy-going, and always co-operative, it would seem that Goodenough is a man of contrasts. Yet, he is not. He is an engineer—one of the best in the business.

He has to be tough to get along with tough builders, but by contrast, Goodenough, like a fine athlete who knows his business well, gives all the outward signs of being easy-going. His kindness and co-operativeness is noted by many small things which he does each day to make this, his adopted community, a better place in which to live. He and Mrs. Goodenough serve on committees, help with fund drives, attend community meetings, and do many other things which spell out co-operation.

**SON OF ENGINEER**  
This life of building better things for the human race started for Bert Goodenough in Philadelphia on Jan. 5, 1899. The son of an engineer, Samuel Goodenough, the young Goodenough started to school in Chicago in 1905.

His family came to Butte County in California in 1910, and after early schooling in this state, he went to Montana State Uni-

versity in 1916. He served in the Coast Artillery at Fort Scott during World War I, and finally completed college in Montana in 1921. He studied geology.

He took up civil engineering at the University of California in 1921, and completed these studies three years later.

**WORKED IN LODI**  
His first job was with the East Bay Municipal Utility EBMUD District. He worked along the Mokelumne River making investigations, and later supervising construction along this waterway. He was assistant to the construction engineer on the Mokelumne project.

After a short tour of duty in Lodi, Goodenough went to work as assistant chief engineer for Six Companies, Inc., and supervised much of the vast Hoover Dam construction. This was in 1931, and this project was completed five years later.

He was engineer in charge of the construction of the Taylor Park Dam, an earth-filled structure, near Gunnison, Colo. This was from 1936 until 1937. He joined the Tennessee Valley Authority in the latter year, and served 12 months preparing the Kentucky Dam for construction. He then became chief engineer during the construction of the Shasta Dam, near Redding, completing this project in 1941.

Between February, 1941, and June, 1944, he helped build breakwaters in the Caribbean Sea area. This was all United States Navy construction under a contract with the Arundel Co. of Baltimore. He was construction engineer during this period.

**OTHER PROJECTS**  
In addition, between April, 1943, and June, 1944, he served as engineer on the Nicqually Tunnel Project in Takoma, Wash. He followed this up by helping to con-

struct a canal at Bend, Ore. In September, 1947, Goodenough went to France to engineer cableways at the Chastang Dam. He worked for the French government during this period.

In October, 1947, after leaving France, Goodenough became chief engineer with the Utah Construction Co. during the construction of a Kennecott electrolytic plant at Garfield, U. S., and he moved to Carlsbad, N.M., to supervise construction shafts in a potash field with the same company. He worked for a period for this company as an estimator with offices in San Francisco.

In 1953 he was hired by the sponsors of the Tri-Dam Project, the Oakdale and South San Joaquin Irrigation Districts, as construction engineer, and later that same year became consulting engi-

neer for the OID on this same project.

In 1955, he joined the Tudor Engineering Co., and became project engineer for this firm. His job was to manage, inspect, and supervise the construction of the vast project.

The arrangement with Tudor has worked out so well during the construction of the Tri-Dam Projects, that Goodenough says the firm will continue into the future as a consulting engineer company.

Goodenough married the former Kathryn Fox of San Diego and Oakland on Oct. 28, 1925, and three years later the couple had a son, Charles M. Goodenough, who is following in his father's footsteps as an engineer.



BERT GOODENOUGH

### Teacher Retires After 30 Years

ANTIOCH, June 14—Former pupils of Mrs. Maude Fredericks, a teacher in the John Fremont School who is retiring after 30 years of teaching, honored her recently during a retirement party.

Theme for the affair was "School Days in Antioch," with Mrs. Mildred Gibbs, chairman, Jack Bates of the Haywood class of 1936, served as master of ceremonies.

Mrs. Fredericks taught 23 years in Antioch, and has been in the teaching profession for 30 years. She graduated from Riverview Union High School in Antioch in 1919. She received her general elementary credential from San Jose State College in 1921, and taught in Kern and San Bernar-

ding counties before coming to Contra Costa County.

Mrs. Fredericks taught in Antioch since Sept. 1934 and received a life credential in 1951. She served as vice-principal of Freemont School from 1942 until 1952. Members of various classes through the years told of incidents which occurred during their years under Mrs. Fredericks.

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**CONGRATULATIONS!**

OAKDALE IRRIGATION DISTRICT,  
SOUTH SAN JOAQUIN IRRIGATION DISTRICT  
on the development of the

**TRI-DAM PROJECT**  
and to the TRI-DAM CONSTRUCTORS -  
TUDOR-GOODENOUGH ENGINEERING  
TRI-DAM SURVEYORS

on the early and excellent completion of the great Tri-Dam Project.

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USED IN THE NEW

**O'Byrnes Ferry Bridge**  
on the

**TRI-DAM PROJECT**

congratulate the Oakdale and South San Joaquin Irrigation Districts and the Tri-Dam Constructors on the development and dedication of the Tri-Dam Project.

**BEERMAN & JONES**  
GENERAL ENGINEERING CONTRACTORS  
Sonora, California

*Congratulations to*

**TRI-DAM CONSTRUCTORS**

to the

**SOUTH SAN JOAQUIN and OAKDALE IRRIGATION DISTRICTS**

on the dedication of the great Tri-Dam Project which will contribute so much to the economic growth and agricultural expansion of California's Central Valley Area.

It is a source of considerable pride to our Company that Tri-Dam Constructors have used more than 300,000 barrels of Permanente cement during construction of the project.

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Oakland — Los Angeles — Portland — Seattle — Honolulu — Pasco  
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**Tri-Dam Constructors**

DONNELLS PROJECT BEARDSLEY PROJECT

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