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## **Guide to the Port of Sacramento records, 1916-1991 (1963-1986) MSS 1986/02**

Finding aid prepared by Processed by Gurkiran Kaur and Julie Thomas.

California State University, Sacramento Special Collections & University Archives

The Library

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**Title:** Port of Sacramento records

**Identifier/Call Number:** MSS 1986/02

**Contributing Institution:** California State University, Sacramento Special Collections & University Archives

**Language of Material:** English

**Physical Description:** 7.5 Linear feet(6 record cartons)

**Date (bulk):** Bulk, 1963-1986

**Date (inclusive):** 1916-1991

**Abstract:** The collection consists of files documenting the construction projects, legislative issues, convention and financial aspects of the Port of Sacramento. It also includes publications, pamphlets, and other ephemera generated by the Market Department to promote the vision and goals of the port district.

**Language of Materials note:** English.

**creator:** Shore, Melvin

**Preferred Citation note**

[Identification of item including date], [Folder Title], MSS 1986/02, Port of Sacramento records, Department of Special Collections and University Archives, The Library, California State University, Sacramento.

**Biographical/Historical note**

**History of the Sacramento-Yolo Port District**

Although the efforts to build a deep water ship channel to Sacramento date from the second decade of the twentieth century, the project took three full decades to become a reality. In the spring of 1946, the 79th Congress approved Public Law No. 525 (ch. 595), which authorized the construction of the Sacramento Deep Water Ship Channel project. On 24 July 1946, President Harry Truman signed the bill into law.

The same day the act became law, Roy G. Deary, president of the Sacramento Chamber of Commerce, appointed a port district organization committee. The chamber then invited boards of supervisors from Sacramento and Yolo counties to a joint meeting, which resulted in the members approval of holding an election to create a port district. As a special district (i.e. a local government jurisdiction that is neither city, county, nor township), the California Harbors and Navigation Code, sections 6800-6963, provided the authorization for the port district.

On 15 April 1947, voters in Sacramento County and Supervisorial District No. 1 (comprised of West Sacramento, Broderick, and Clarksburg) approved the creation of the Sacramento-Yolo Port District by a four-to-one majority. A month later the California Legislature approved the project and appropriated \$750,000 to the port district for the purchase of rights-of-way, easements, and so on.

The Harbors and Navigation Code, sections 6800-6963 (chapter 2) set forth the policy-making powers of the five-member port commission, comprised of two commissioners appointed by the Sacramento Board of Supervisors, two by the Sacramento City Council, and one by the Yolo County Board of Supervisors. Each commissioner was appointed to a four-year, staggered term. The commission, in turn, appointed the port director. On 19 May 1947, the first five members of the port commission, to wit, Roy G. Deary (SCC), Walton E. Holmes (SCBS), Frank A. Lawrence (SCC), Ivory J. Rodda (SCBS), and Earl Withycombe (YCBS), took office. They appointed William G. Stone the first port director.

The responsibilities of the Sacramento-Yolo Port District Commission are many. First and foremost, the commission governs the operating policy of the port. The commission also has statutory responsibilities for planning, leasing, and bond sales. In addition, commissioners are the port's spokesmen to the public and to elected officials. Finally, the commissioners assist with domestic and international trade development.

Prior to the opening of the port in 1963, the district actively raised revenue through bond sales. On 4 November 1947, the district authorized the sale of a bond issuance of \$3,750,000 to construct necessary port facilities. Voters approved of the bond measure by a six-to-one majority. In 1961 the district authorized the sale of another general obligation bond, totalling \$9,850,000, which the voters again approved.

Since the port opened to commercial vessels in June 1963, the Sacramento-Yolo Port District Commission has been involved with many tasks, which include overseeing expansion projects, raising revenue (primarily through bond sales), negotiating contracts with domestic and international companies, and negotiating labor agreements. Two major accomplishments of the commission, in conjunction with the port director, have been the attainment of financial self-sufficiency (i.e. not relying on taxpayer support) since Fiscal Year 1966-67 and for exceeding the 1963 financial projections made by the U.S. Army Corps of Engineers, Sacramento District, as necessary to justify the initial investment.

By the end of 1992, the port commission increased from five to seven members in response to demands from the city of West Sacramento, which incorporated in 1987. Appointments are now as follows: The Sacramento City Council and the

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Sacramento Board of Supervisors appoint two port commissioners each and one jointly; West Sacramento's City Council and Yolo County's Board of Supervisors each appoint one commissioner.

### **History of the American Association of Port Authorities**

In December 1912, a small circle of port managers convened in New York to promote the exchange of port information and to develop uniform methods of administration. The eleven representatives in attendance approved the proposal of one official, Calvin Tomkins, to create a permanent association of U.S. port authorities, thus founding the National Association of Port Authorities. In 1930 the association incorporated.

Early on, the association broadened its scope to include international membership. During the third annual convention at Baltimore (1914), the officers changed the name of the organization to the American Association of Port Authorities (AAPA) and revised their constitution to reflect the first inclusion of a foreign port, Montreal. Beginning in 1921, the association has actively pursued the support and membership of Latin American countries. When Sacramento Port Director Melvin Shore chaired the AAPA in 1983, the association represented a total of 189 deep water agencies in the United States, Canada, Latin America, and the Caribbean.

Two of the more important activities of the AAPA are its annual conventions and its committee system. The AAPA annual conventions provide a forum for both the discussion of issues confront port managers and for the development of policy positions to guide the association during the upcoming year. The biggest events at each convention, which is held at a different location each year, are the port inspections, which give managers the opportunity to study different port works and terminal operations.

Through committees the AAPA has been able to advance federal legislation conducive to port management interests. A major success of the AAPA was the passage by Congress of the Foreign Trade Zone Act of 1934, which attracted foreign shippers by exempting manufacturers from duty charges and taxes until their products left the zone for U.S. markets. Beginning with three permanent standing committees in 1918, the number of AAPA committees had grown to over twenty by 1982. In addition to the Committee, the U.S. Legislative Policy Council, and the U.S. Transportation Policy Committee are among the best represented in the Port of Sacramento Collection.

### **Melvin Shore**

Melvin Shore was born in Montreal, Canada in 1924 and raised in New York City. During the Second World War he served in the U.S. Air Force, where he received training as a bombardier, navigator, and a B-29 flight engineer. The catalyst which brought him to California was the engineering program at the University of California at Berkeley, which he graduated from in 1948. After working for the General Electric Company and for the California government, Division of Architecture, he joined the Port of Sacramento as an "Engineer Aide to the Port Director" in 1949, when the "port" was still an alfalfa field. He remained at the port, during both the construction and operational phases, for a total of 37 years before retiring in June 1986. For the latter 23 years (i.e. from 1963 until 1986), Shore served as the port's director, replacing William G. Stone in October 1963.

Among Shore's accomplishments include helping to create a viable port out of an alfalfa field, switching from general to bulk cargo to compete with U.S. railroad rate reductions, far exceeding the U.S. Army Corps of Engineers tonnage projections, operating in a reducing (rather than expanding) staff, attaining financial self-sufficiency for the port, and negotiating cargo contracts. California State University, Sacramento honored Shore in 1986 by establishing the Annual Melvin and Audrey Shore Endowed Lecture on International Trade.

Shore has served in a number of other positions besides director of the Sacramento-Yolo Port District. As previously mentioned, Shore was the chairman of the board of the American Association of Port Authorities (1 Oct 1982 to 16 September 1983). He also represented the South Pacific Region on the Steering Committee of the U.S. Port System Advocates. He was president of at least three associations, to wit, the Sacramento section of the American Society of Civil Engineers, the California Association of Port Authorities, and the Northern California Ports and Terminals Bureau (later called the Golden Gate Ports Association). In addition, he was also served as a board member of various associations, programs, and businesses, including the Pacific Coast Association of Port Authorities, the California Marine Affairs and Navigation Conference, the Sacramento Valley Bank, and the Port of Sacramento Japanese Language School, the latter which he founded for the benefit of the children of Japanese businessmen assigned to Sacramento.

### **Chronology**

**1821** - Captain Luis Arguello and an expedition of Spanish missionaries sail up the Sacramento River as far as present Colusa, marking the first recorded navigation of the Sacramento.

**1837** - Russian Colony at Fort Ross used boats on the Sacramento River to carry trade with inland ports.

**1841, August** - John Augustus Sutter's 40-ton schooner, the Isabella, sails up the Sacramento River.

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**1849-1850** - Large numbers of sailing and steam-powered vessels bound for the gold fields of the Sierra Nevada leave from San Francisco and navigate the Sacramento River.

**1849, April** - Sacramento entrepreneur Sam Brannan constructs waterfront stores for commerce. Other businessmen who seized this trading opportunity include George McDougal, Sam Kyburz, Barton Lee, and Pierre Cornwall. Activity centered around Front Street.

**1849, May 7** - The Whiton, a three-mastered schooner, was the first known inter-coastal vessel to arrive at Sacramento.

**1849, October** - The McKim, one of the first large vessels to navigate the Sacramento River by steam power, reaches Sacramento. Other steamships navigating on the Sacramento River in 1849 include the Sitka, the Pioneer, and The Senator.

**1857** - By this year, over 1,000 riverboat passengers were arriving in Sacramento every day. At least six steamships (each carrying 300 to 400 tons of cargo) operate on the Sacramento River, along with hundreds of sailing vessels. About a quarter of imports are transhipped to Colusa for delivery to the Sierra mining towns.

**1869** - The completion of the first transcontinental railroad offers the first major overland competition to shipping.

**1874** - The Army Corps of Engineers is given the job of maintaining deep water ship channels which were previously dredged to provide ocean vessels with access to the ports of Sacramento and Stockton.

**1884** - The United States Circuit Court prohibits hydraulic mining. This mining technique threatened the viability of shipping lanes by filling the Sacramento River with runoff silt and gravel.

**1900s, early** - New highways and railroads minimize the importance of the Sacramento River in transporting commercial goods to markets.

**1911** - The California State Legislature authorizes a study of navigation on the Sacramento River to determine the feasibility of bringing deep water shipping to Sacramento. The legislature provides no funds for the study.

**1914** - The steamship S.S. Grace Dollar unloads one million board feet of lumber at Knox Lumber Company's yard, Sacramento, demonstrating the economic potential of a deep water ship channel.

**1916, Feb. 24** - Major Paul M. Norboe, assistant state engineer, re-activates the 1911 study and collects data. This action leads to the acknowledgement of a deep water port's economic potential by the Sacramento Chamber of Commerce.

**1916, October** - The Sacramento Chamber of Commerce and the California State Legislature agree to a jointly financed survey. Sacramento Chamber of Commerce secures a \$3,500 appropriation from the Sacramento Board of Supervisors to cover half the survey cost; the State matches an equal sum.

**1916, Dec. 5** - Governor Hiram W. Johnson initiates the Sacramento ship canal survey.

**ca. 1917-1952** - Sacramento is involved in numerous litigation to retain navigation rates at a competitive basis with coastal ports.

**1917-1918** - The need for engineers during World War I halts the port project.

**1922, Oct. 7** - Paul Norboe submits his Sacramento ship channel report, which he began in 1916. The California State Legislature recommends a deep water channel project. The State takes little action for the next three years.

**1924** - William G. Stone, traffic manager for the Thomson-Diggs Company of Sacramento, visits Houston, Texas and sees, firsthand, the benefits of the Port of Houston. After returning to Sacramento, he suggests to the Sacramento City Council and the Sacramento Chamber of Commerce that the Norboe report, to build a Sacramento port, should be revived. Thereafter, the Sacramento City Council creates the Sacramento Deep Water Commission.

**1925, Feb. 28** - The San Francisco engineering company of C.E. Grunsky submits a report to the Sacramento Deep Water Commission that advocates an alternative route to that of the 1922 report. The city of Sacramento takes little action for the next eight years.

**1933, October** - The Sacramento Chamber of Commerce appeals to U.S. Senator Hiram Johnson to reactivate the Sacramento channel project. The U.S. Senate passes Resolution No. 142, which instructs the U.S. Army Corps of Engineers to complete a study for deep water navigation on the Sacramento River.

**1934, March 2** - To demonstrate the Sacramento River's shipping potential, the S.S. Harpoon steams from San Francisco to Sacramento in thirteen hours. It returns to San Francisco two days later in nine hours.

**1935** - Assemblyman Roy J. Nielson introduces Assembly Bill 527 during a session of the legislature to provide for an enabling act to create a Sacramento port district. The governor signed the bill on 11 June 1935; however, the act was not used until April 1947.

**1937** - The California State Legislature amends the Harbors and Navigation Code to make possible the creation of a bi-county port district.

**1942** - The Sacramento Chamber of Commerce raises \$100,000 for research and promotional purposes. (Private donations amount to \$42,500; city and county governments raise the balance.)

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**1943, Oct. 12** - The chamber asks the Army Corps of Engineers for a review of the earlier deep water channel project.

**1945, Feb.** - The Sacramento Chamber of Commerce submits a survey to the Sacramento district engineer which includes the responses of 3,000 shippers and receivers of freight in the Sacramento area. The cost of the survey (\$15,000) comes from the funds raised in 1942.

**1945, June 1** - The U.S. District Engineer at Sacramento completes the survey and recommends the construction of a 30-foot deep and 200-300 foot wide ship channel from Lake Washington (near Sacramento) to connect with Suisun Bay (near Collinsville), a distance of over 40 miles.

**1945, Sep. 10** - The Board of River and Harbors holds a hearing on the project.

**1946, July 24** - The 79th Congress, 2nd Session, passes Public Law No. 525 (chapter 595), which authorizes the construction of the Deep Water Channel Project (i.e. the present channel). The act stipulates that the federal government would do the initial channel dredging, construct the harbor and navigation locks, and take care of the future maintenance needs of the channel. In return, local interests are expected to provide rights-of-way and easements, relocate utilities, provide belt railroads, and construct adequate terminal facilities.

**1947, Apr. 15** - Popular vote with a four to one majority (27,309 to 7,516) creates the Sacramento-Yolo Port District (SYPD) to govern the port facility. The district consists of all of Sacramento County and includes Supervisorial District No. 1 in Yolo County.

Authorization for the port district is found in an enabling act, Harbors and Navigation Code sections 6800-6963.

**1947** - The California State Legislature endorses the project and appropriates \$750,000 to the SYPD to defray a portion of the port district's cost to acquire rights-of-way, etc.

**1947, May 19** - The first five members of the port commission take office.

**1947, Nov. 4** - The port district votes on a bond issuance totalling \$3,750,000 in order to construct necessary port facilities. Voters approve the bond measure by a six-to-one margin (48,298 to 7,942 votes).

**1948** - Sacramento River barges (towed by tugboats) meet the post-war demand for petroleum products until 1963, when a new pipeline between the Bay Area and Sacramento began carrying oil.

**1948, Sep. 21** - The port district proceeds with the purchase of rights-of-way.

**1949** - To permit preliminary dredging and allow the construction to proceed immediately, the 80th Congress, 2nd Session appropriates \$275,000 to the port district.

**1949, Aug. 7** - The U.S. Corps of Engineers, working through contractors, begin the construction of the port facilities (i.e. Sacramento River Deep Water Ship Channel, harbor, barge canal, William G. Stone navigation lock, and a bridge). July 1953 is the target date for completion.

**1949, Sep. 19** - SYPD awarded contract for the construction of a 500,000-bushel capacity grain elevator and leases it for 30 years to Kerr Gifford and Company of California. The elevator begins operation on 1 July 1950.

**1950** - Congress appropriates \$1,700,000 for channel construction.

**1950, May 15** - The SYPD completes the belt railroad and highway pavement.

**1950-1955** - The Korean War (and resulting lack of funds) temporarily halts construction.

**1953** - The House of Representatives appropriates \$10,000 for another feasibility study.

**1953, Sep. 1** - The Farmers Rice Growers Cooperative occupy their new million-dollar rice storage and drying facilities at the port.

**1954** - Congressman John E. Moss, Third Sacramento District, submits to Congress a new feasibility study made by the Army Corps of Engineers. The new report concludes that the port would return \$1.27 for each \$1.00 of federal investment.

**1954, Sep. 20** - Haslett Warehouse Company occupies its new 80,000 square foot concrete warehouse at the port.

**1955, Jan. 21** - The California State Legislature unanimously passes Assembly Joint Resolution No. 11, which requests the president, U.S. Congress, and the U.S. Army Corps of Engineers to take immediate steps to resume port construction.

**1955** - Largely from the efforts of Congressman Moss, Congress approves an appropriation of \$550,000 for the channel project.

**1956** - Construction resumes following the end of the Korean War.

**1958** - The Deleuw-Cather report, which is jointly financed by the California State Division of Highways, the city of Sacramento, and the county of Sacramento, surveys highway needs in the Sacramento area. The report, which provides for a 15-year, \$263 million highway program, includes highway facilities to and through the port terminal area.

**1961, April** - The district endorses a \$9,850,000 general obligation bond issue to complete necessary terminal facilities. Voters approve the bond measure by a seven-to-one majority.

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**1962** - Congress appropriates \$4,300,000 for the channel project.

**1963** - Congress appropriates \$5,900,000 for the channel project.

**1963, June 29** - The completed port, at a total cost of \$55 million, opens to deep water traffic with the call of the M.V. Taipei Victory.

**1963, July 19** - Official dedication and ceremonies commemorate the formal opening of the deep water port.

**1963, Aug. 1** - The Sacramento City Council appoints T.H. Richards, Jr. as a port commissioner.

**1963, Oct. 1** - The port commission appoints Melvin Shore to replace William G. Stone as port director.

**1964, June 30** - By the end of the first fiscal year of operation, 51 vessels, with a cargo volume exceeding 260,000 tons, call at the port.

**1964, Dec.** - Port Director Shore and Port Commissioner Elorduy make a trade development trip to Europe.

**1965, Feb.** - The port commission ratifies an agreement with the International Longshoremen's and Warehousemen's Union (ILWU), thereby establishing a new Sacramento local.

**1965** - The Sacramento City Council appoints G. Wayne O'Brien to replace T.H. Richards as port commissioner.

**1965, June 30** - By the end of the 1964-65 fiscal year, the port commission completes two major expansion programs (i.e., the bulk material storage and loading facility and an automated bulk rice facility).

**1965, August** - Adverse weather leads to the loss of some California agricultural export revenue.

**1965, Sep. 2** - Dedication ceremony of the port's Bulk Rice and Loading Terminal.

**1966, January** - Handling of the first one million tons of cargo.

**1966** - The Sacramento Board of Supervisors appoints Richard E. Crow to replace Robinson N. Crowell as port commissioner.

**1966, June 30** - By the end of the 1965-66 fiscal year, the Port of Sacramento establishes its first regular berthliner service (i.e., the NKY line) and handles its first military cargo.

**1966, Oct. 24** - The port commission adopts Ordinance No. 23, the issuance of \$3,100,000 in SYPD 1966 Bulk Facilities Bonds. The district sold the bonds in December 1966 and commenced project operations on 15 September 1967.

**1967, June 30** - By the end of the 1966-67 fiscal year, the Port of Sacramento becomes a self-sufficient business, no longer requiring tax support for maintenance and operation costs. Rice becomes the most significant single crop for export (with a volume of 445,899 tons). The port also signs its first long-term (eight year) contract with a Japanese Company, Mitsui and Co., for the handling of wood chips.

**1968, July 1** - The SYPD changes its accounting system.

**1969, Jan. 13** - SYPD sells \$2,550,000 1969 Port Facilities Expansion Bonds, Series A, to enlarge bulk cargo handling capacity.

**1970, Jan.** - The Port of Sacramento begins its Container Barge Service, providing transport services to and from the container terminals of the San Francisco Bay Area.

**1970, June 30** - By the end of the 1969-70 fiscal year, the eighth year of operation, the port's tonnage, operating revenue, and ship calls are nearly double the projected average for a fifty-year port-life. The SYPD undergoes a study to deepen the channel and diversifies its cargo to over 40 varieties.

**1971, June 30** - By the end of the 1970-71 fiscal year, the Port of Sacramento implements its Transmodal Distribution Service (a total service concept) and attains full terminal port status from the Trans Pacific Steamship Conference. Other activities during the 1970-71 fiscal year include the port holding its first annual open house during World Trade and National Transportation Week. Also, the Farmers Rice Cooperative moves its headquarters from San Francisco to the World Trade Center, Sacramento, signifying the port's importance as a rice handling center.

**1971, July 1** - After failed contract negotiations between the Pacific Maritime Association, ILWU President Harry Bridges begins a West Coast strike that ultimately lasts 134 days. On 6 October, the Taft-Hartley injunction forces a temporary halt in the strike. The ILWU resumed the strike during the second week of January 1972 and continued until reaching an agreement in late February. The Port of Sacramento loses significant revenue due to the strike. The port commissioners sign a two-year contract with the ILWU.

**1972, June 30** - By the end of the 1971-72 fiscal year, the Port of Sacramento expands its handling base to include the importation of autos, bicycles, and meats, and the exportation of alfalfa and butter. The port also undertakes initial steps toward its expansion of its bulk facility.

**1972, Oct. 24** - The SYPD sells \$6,000,000 1972 Bulk Facilities Expansion Bonds, Series A, to finance the expansion of flat bulk storage, loading, and receiving capacity, including wood chip storage and conveyor systems. (The port commission

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passed and adopted Ordinance No. 28 on 28 Aug. 1972.)

**1973, June 30** - By the end of the 1972-73 fiscal year, the cargo lifted from 171 vessels exceeds one-and-a-half million tons, twice the tonnage projected in 1963 by the Sacramento Army Corps of Engineers as necessary to justify the investment. The port commission approves the construction of another bulk expansion of the port facility. The project costs \$6 million.

**1974, Jan. 21** - The SYPD sells \$1,150,000 1972 Bulk Facilities Expansion Bonds, Series B, to finance the expansion of flat bulk storage, loading, and receiving capacity, including wood chip storage and conveyor systems.

**1974** - The Sacramento City Council appoints Edward P. Park to replace Mike R. Elorduy as port commissioner.

**1974, June 30** - During the 1973-74 fiscal year, the Port of Sacramento does not make a profit.

**1974, Sep. 23** - SYPD sells \$425,000 1969 Port Facilities Expansion Bonds, Series B, to finance the expansion of the wood chip facilities. (The port commission passed and adopted Ordinance No. 26 on 21 Oct. 1968.)

**1975, Feb.** - In the midst of the world-wide economic recession, the Port of Sacramento suspends the Container Barge Service.

**1976** - The Sacramento Board of Supervisors appoints Thomas G. Campbell to replace Richard E. Crow as port commissioner.

**1976, Apr. 20** - The Port of Sacramento sponsors the First International Dry Bulk Cargo Handling Conference at the Sacramento Convention Center.

**1976, June** - A labor strike brings handling to a standstill for two weeks.

**1976, June 29** - A fire burns wood chip storage piles. Port officials estimate the damages exceed \$5 million.

**1977, June 30** - During the 1976-77 fiscal year, the Collier Carbon and Chemical Company constructs its own wharf at the port. The Nissan Motor Company of Japan locates its major West Coast parts distribution center within the Sacramento area.

**1978, May** - Union Chemical Company begins operating its private wharf at the Port of Sacramento.

**1978, June 30** - By the end of the 1977-78 fiscal year, the Port of Sacramento has made the final payment to bond holders on the \$2,975,000 revenue bond sold in 1969 (q.v.). Also during the fiscal year, the Best Pipe Company purchases a site for handling imported steel pipe.

**1980, Sep. 10** - The SYPD sells \$10 million 1980 Port Revenue Bonds, Series A, to finance the construction of new facilities, consisting of warehouses and conveyor systems. (The port commission passed and adopted Ordinance No. 36 on 11 August 1980.)

**1981, June 30** - By the end of the 1980-81 fiscal year, the SYPD withdrew \$9.2 million bond issue it intended to sell on 10 June 1981 (1980 Port Revenue Bonds, Series B, Ordinance No. 36) when interest rates failed to drop as expected. Also, the 25th millionth ton of cargo projected by the Sacramento Army Corps of Engineers for the year 2060 moved through the port.

**1981, Dec. 15** - The SYPD sells \$5 million Sacramento-Yolo Port District Revenue Bonds, Series B, to finance the construction of a new warehouse. (The port commission passed and adopted Ordinance No. 36 on 11 August 1980, as well as Ordinance No. 38 on 23 November 1981.)

**1982** - The Sacramento Board of Supervisors appoints Edward L. Lammerding and Willie A. Bell to replace Ivory J. Rodda and Thomas G. Campbell as port commissioners. The Yolo County Board of Supervisors appoints James W. Cameron to replace Curzon Kay as port commissioner.

**1982, June 30** - During the 1981-82 fiscal year, the port district completed a \$10 million expansion program and began another \$5 million addition. Also during the year, the Sacramento Army Corps of Engineers completed a 13-year study on the proposal to deepen the channel (and reported favorably to the Secretary of the Army). The port commission participated in Yolo County studies that led to the preparation of the Southport area for industrial development.

**1982, Oct. 1** - The American Association of Port Authorities elected Port Director Melvin Shore chairman of the board for a one-year term (until 16 September 1983) during the association's 71st Annual Convention in New York City.

**1982, Dec. 31** - For the calendar year 1982, the Port of Sacramento ranks the second (after Oakland) in tonnage among eight northern California ports.

**1983** - The Sacramento City Council appoints Virginia S. Mueller to replace G. Wayne O'Brien as port commissioner.

**1983, Jan. 25** - President Ronald Reagan advocates a port modernization bill in his State of the Union address.

**1983, circa** - The Inland International Trade Association, Inc., a local trade organization, and the Port of Sacramento create the "International Resource Center" to provide access to research materials.

**1984** - The Sacramento City Council appoints Alfonso Z. Gonzalez to replace Edward P. Park as port commissioner.

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**1986, Jan.** - The Sacramento Port Commission states it will let five dock superintendents keep working in new assistant operations manager positions that would take them out of their union's jurisdiction. The decision followed weeks of negotiation by port officials and the Engineers and Scientists of California, which claimed that the port was retaliating against the superintendents (by abolishing their positions) for participating in a strike.

**1986, April** - The Port of Sacramento won initial approval from the California Urban Waterfront Area Restoration Financing Authority for a bond issue. The issue would provide up to \$30 million for a channel deepening project to dredge the 47-mile channel an additional five feet (from 30 to 35 feet), thereby opening the port to vessels unable to negotiate the 30-foot draft.

**1986, May** - Port of Sacramento officials release a long-range plan, dubbed "Seaway Center," that calls for the development of new truck, rail, and water transportation services to generate more general cargo business.

**1986, June 30** - Port Director Melvin Shore retires (age 62) when his contract expires after 37 years of service with the Port of Sacramento, 23 of those years as port director.

**1986, Oct.** - The SYPD appoints Dennis G. Clark as the new port director.

#### **Custodial History note**

The records were originally collected and maintained by the Sacramento-Yolo Port Authority, before being donated to the Department of Special Collections and University Archives in 1986.

#### **Conditions Governing Use note**

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#### **Processing Information note**

Shortly after receiving the Port of Sacramento donation, a volunteer student intern began processing the collection but ended his internship before completing the project. Ms. White provided a preliminary inventory for patron use, but did not reassign the project until she was certain the next processor would complete the project. The current processor completed this project in the spring of 1996.

The preparer gratefully acknowledges the help of several individuals in the completion of this inventory: Melvin Shore, who proofread the background information and appendices; Robert Watson, who supplied information about the Port of Sacramento; and Rexford Sherman, who supplied information about the AAPA.

#### **Immediate Source of Acquisition note**

The California State University, Sacramento Special Collections and university Archives acquired the Port of Sacramento records in 1986 as a donation from Melvin Shore, who had recently retired from his position as port director. A representative from the Business History Research Center of the University of Wyoming, Laramie, originally contacted Shore about donating the collection there. After C.S.U.S. Archivist Georgiana White and Melvin Shore came to a mutual agreement that the Port of Sacramento files would be most useful to local researchers, Shore donated part of his collection in November. The accessioned collection comprised six cubic feet, not including approximately 3,900 business cards. Shore withheld about four cartons of personal items (relating to his directorship at the port) for a ten-year period; however, he plans to donate this material to the C.S.U.S. Special Collections and University Archives circa June 1996.

#### **Accruals note**

The initial accession consists of 9 record cartons and a document box. Another addition was later added, which is known as Port of Sacramento records: additions (MSS 1996/17).

#### **Other Finding Aids note**

See also the Port of Sacramento Records: Additions, 1916-2003 (MSS 1996/17).

#### **Conditions Governing Access note**

Collection is open for research. Some restrictions may apply.

#### **Scope and Contents note**

Port Director Melvin Shore, who donated the items comprising the Port of Sacramento Collection, served as chairman of the board for the American Association of Port Authorities (AAPA) for the period 1 October 1982 until 16 September 1983. Shore donated his records as AAPA chairman, as well as records pertaining to his position as port director.

Because the AAPA is an independent organization, the processor divided the Port of Sacramento Collection into two subgroups (i.e. the Sacramento-Yolo Port District and the AAPA). Therefore, the processor provides both an agency history



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of the Sacramento-Yolo Port District and an organizational history of the AAPA. For a chronology of major events pertaining to the history of the Port of Sacramento, see Appendix II, beginning on page 36.

In addition, the processor provides a biographical sketch of Melvin Shore, the port director from whom the bulk of the collection derives.

The records of the Port of Sacramento Collection cover the years 1916 to ca. 1991, inclusive, with the bulk of the collection covering the years 1963 to 1986. The collection is incomplete. Melvin Shore donated only part of his collection to the university archives in November 1986. (He plans to donate the remainder ca. June 1996.) The preparer is unaware of the scope of the port district records missing from the present collection.

Documents pertaining to the Sacramento-Yolo Port District before 1963, when the port opened to commercial traffic, are scattered throughout the inventory, depending on which department generated and/or used such information.

Overall, the largest group of files for the period 1963-86 documents the construction projects, legislative issues, conventions, and financial aspects of the Port of Sacramento. The various publications and ephemera generated by the Marketing Department best demonstrate the hopes and goals of the district. The researcher can compare activities, events, and commissioners' names on undated ephemera with the chronology and list of commissioners in appendices II and III, respectively, to determine approximate dates of publications.

The preparer arranged the collection into two subgroups during the processing process to differentiate between files pertaining to the port district and those pertaining to an independent association, which the donator chaired between 1982-83. The two subgroups appearing within this inventory are:

Sacramento Yolo Port District (SYPD) American Association of Port Authorities (AAPA)

Because many records generated outside the port district were apparently intermixed within the collection, the preparer did not divide them into separate subgroups. Two examples of agencies headquartered outside the port district are the U.S. Port Systems Advocates, a legislative agency representing national port interests, and the U.S. Army Corps of Engineers, who planned and built much of what constitutes the Sacramento River Deep Water Shipping Channel.

Four of the constituent departments of the port district (i.e. Accounting, Engineering, Marketing, and Operations) are subdivisions within the Sacramento-Yolo Port District subgroup. External agencies (i.e. U.S. Army Corps of Engineers, U.S. Port Systems Advocates, and other External Agencies) which generated or used records important in the history and/or operation of the SYPD constitute yet another three subdivisions. The remaining sub-division, Port Director's Office, reflects all documents and artifacts pertaining to the SYPD not included elsewhere.

The American Association of Port Authorities subgroup is subdivided as follows: General, U.S. Legislative Council, and Committees.

Within the subgroups, records are arranged in series by the function of the file (e.g. legislative files) or by subject (e.g. ephemera, reports), in as close to their original order as the preparer can determine. Each series description is followed by a container list.

Both textual and nontextual files comprise the records of the Port of Sacramento Collection. Textual material includes published guides and brochures, as well as many typewritten paper records, but few handwritten notes.

Photographs, blueprints, and other such nontextual files are stored separately for preservation purposes. Notices within folders will direct the researcher to the locations of removed items, when applicable.

### **Research Notes**

If the researcher is unfamiliar with the Port of Sacramento's layout and/or with general technical/statistical information pertaining to the port, consulting the brochures and other items available in box 2, beginning with folder 9, is a good place to begin research. These are the same type of handouts available on tours at the port facility.

The Port of Sacramento records provide an excellent source to document the relationship between local politicians and the communities they represent. Congressman Robert T. Matsui, representing the 5th California District, is one example. In 1981 Matsui introduced the National Defense Port System Act (H.R. 4862) and reintroduced it the following year (H.R. 5897) with one goal of establishing national uniform user fees. Because higher user charges hindered potential barges from calling at the Port of Sacramento, the act was conducive to attract commerce to the port.

Another bill beneficial to the Port of Sacramento's interests was S.B. 865, the Deep-Draft Navigation Act. Matsui introduced this legislation in 1983. Documents pertaining to Matsui's bills, including successive drafts of H.R. 4862, can be found in the U.S. Port Systems Advocates' files in the Port of Sacramento Collection.

Another politician, Congressman John E. Moss of the Third Sacramento District, played a major role in making the Port of Sacramento a reality through federal appropriations exceeding \$40 million. The Moss Collection is also kept at the CSUS Special Collections and University Archives, and provides an opportunity from which researchers can take advantage.

### **Subjects and Indexing Terms**

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Shore, Melvin  
Shore, Melvin  
Harbors -- California -- Sacramento  
Harbors -- Management  
Port districts -- Officials and employees  
*Sacramento-Yolo Port District*

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**Series 1: Sacramento-Yolo Port District, n.d.**

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**Subseries 1: Accounting, n.d.**

**Sub-subseries 1: Financial Files, 1932-1985**

**Description**

Files cover a range of subject matter, from pre-construction tax records to the maintenance and expansion of the port facilities once the district opened them to commercial traffic. Dates generally refer to fiscal years (ending 30 June).

Box 1, Folder 1  
Box 1, Folder 2  
Box 1, Folder 3  
Box 1, Folder 4  
Box 1, Folder 5  
Box 1, Folder 6  
Box 1, Folder 7  
Box 1, Folder 8  
Box 1, Folder 9  
Box 1, Folder 10  
Box 1, Folder 11  
Box 1, Folder 12  
Box 1, Folder 13  
Box 1, Folder 14  
Box 1, Folder 15  
Box 1, Folder 16  
Box 1, Folder 17  
Box 1, Folder 18  
Box 1, Folder 19  
Box 1, Folder 20  
Box 1, Folder 21  
Box 1, Folder 22  
Box 1, Folder 23  
Box 1, Folder 24  
Box 1, Folder 25  
Box 1, Folder 26  
Box 1, Folder 27

**Tax Records, 1932-1964**

**Insurance, 1961-1968**

**Capital Investment Accounts, 1950-1951, 1954-1962**

**Incomes, Expenditures, Investments, 1959-1960**

**Construction Fund, 1960-1963**

**Budgets, 1947-1963**

**Annual Reports, 1948-1962**

**Annual Reports, 1963-1969**

**Annual Reports, 1970-1975**

**Annual Reports, 1976-1979**

**Annual Reports, 1980-1983**

**Financial Statements and Supplemental Information, 1978-1981**

**Financial Statements and Supplemental Information, 1982-1985**

**Audit Reports, 1964**

**Audit Reports, 1965**

**Audit Reports, 1966**

**Audit Reports, 1967**

**Audit Reports, 1968**

**Audit Reports, 1969**

**Audit Reports, 1970**

**Audit Reports, 1971**

**Audit Reports, 1972**

**Audit Reports, 1973**

**Audit Reports, 1974**

**Audit Reports, 1975**

**Audit Reports, 1976**

**Audit Reports, 1977**

**Sub-subseries 2: Bonds, 1947-1980**

**Description**

Bond issuances authorized by the port district to cover the initial construction costs of the port as well as bonds to build and expand the port's facilities. Primary types of bonds include port facilities bonds, bulk facilities bonds, and revenue bonds. Arranged chronologically by date of sale.

Box 1, Folder 28

**Bond Reports, 1947**

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Box 1, Folder 29	<b>Bond Reports (Draft), 1961</b>
Box 1, Folder 30	<b>Bond Reports, 1961, 1966, 1969</b>
Box 1, Folder 31	<b>Bond Reports, 1972, 1974</b>
Box 1, Folder 32	<b>Bond Reports, 1980, 1981</b>

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**Subseries 2: Engineering, n.d.****Sub-subseries 1: Reports, 1956-1984****Description**

Reports pertaining to the planning and construction of various bulk handling facilities, storage facilities, and other projects. Most are reports prepared by consultant engineers.

Box 1, Folder 33	<b>Nicholson, George F., C. E. <u>Construction Budget Estimates. Long Beach, CA: The Engineer, 1960, 1956-1960</u></b>
Box 1, Folder 34	<b>Duke, Keith E. <u>Industrial Potential of Lands Adjacent to the Sacramento-Yolo Port and Deep Water Channel. Menlo Park, CA: Stanford Research Institute, 1959</u></b>
Box 1, Folder 35	<b>"Construction and Development of the Sacramento River Deep Water Ship Channel: A Symposium [at Reno, Nevada in June 1960]", 1960</b>
Box 1, Folder 36	<b>The Austin Company, Engineers and Builders. <u>Industrial Planning: Alaska Packers Association. Los Angeles: The Company, 1960</u></b>
Box 1, Folder 37	<b>Benscheidt, A. F. <u>Wharf Section Analysis for the Port of Sacramento. Long Beach, CA: The Engineer, 1961</u></b>
Box 1, Folder 38	<b>Benscheidt, A. F. <u>Water System Analysis for the Port of Sacramento of the Sacramento-Yolo Port District. Long Beach, CA: The Engineer, 1962. 1961-62</u></b>
Box 1, Folder 39	<b>Benscheidt, A. F. <u>Coconut Oil and Tallow Plant Requirements for the Port of Sacramento: Preliminary Report. Long Beach, CA: The Engineer, 1963</u></b>
Box 1, Folder 40	<b>Benscheidt, A. F. <u>Preliminary Marina Site Study for the Sacramento-Yolo Port District. Long Beach, CA: The Engineer, 1964</u></b>
Box 1, Folder 41	<b>Benscheidt, A. F. <u>Preliminary Marina Potential Study for the Port of Sacramento. Long Beach, CA: The Engineer, 1965</u></b>
Box 1, Folder 42	<b>Swan, Wooster Engineering, Inc. <u>Wood Chip Handling Study for the Port of Sacramento, California, Sacramento-Yolo Port District. Portlan, OR: The Engineers, 1965</u></b>
Box 1, Folder 43	<b>Swan, Wooster Engineering, Inc. <u>Report on Bulk Handling and Storage Facilities. Portland, OR: The Engineers, 1965</u></b>
Box 1, Folder 44	<b>The Spink Corporation. <u>Sacramento-Yolo Port District Report: Bulk Facilities Extension Berth 9 and Log Storage Area. Sacramento: The Spink Corp., 1968</u></b>
Box 1, Folder 45	<b>Benscheidt, A. F. <u>Container and Lash Barge Study for the Port of Sacramento, Sacramento-Yolo Port District. Long Beach, CA: The Engineer, 1969</u></b>
Box 1, Folder 46	<b>Swan, Wooster Engineering, Inc. <u>Report on Study of Bagging Facility for Bulk Material. . . . Portland, OR: The Engineers, 1969</u></b>
Box 2, Folder 1	<b>Swinc Engineering, Inc. <u>Report on Additional Bulk Storage Facilities. Portland, OR: The Engineers, 1971</u></b>
Box 2, Folder 2	<b>Gennis, Gray and Justice, Engineers. <u>Assessment of Major Impacts of Proposed Expansion of the Existing Wood Chip Facility, Port of Sacramento. Sacramento: The Engineers, 1973</u></b>
Box 2, Folder 3	<b>Shore, Melvin. <u>Port Plan: Port of Sacramento, 1974</u></b>
Box 2, Folder 4	<b>Shore, Melvin. <u>Port Plan: Port of Sacramento, 1976</u></b>
Box 2, Folder 5	<b>Shore, Melvin. <u>Port Plan: Port of Sacramento, 1979</u></b>
Box 2, Folder 6	<b>Shore, Melvin. <u>Port Plan: Port of Sacramento, 1982</u></b>
Box 2, Folder 7	<b>Shore, Melvin. <u>Port Plan: Port of Sacramento, 1984</u></b>
Box 2, Folder 8	<b>Swan, Wooster Engineering, Inc. <u>Preliminary Study: Proposed Coal Export Terminal for the Port of Sacramento, Sacramento, California. Portland, OR: The Engineers, 1983</u></b>

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Box 2, Folder 9	<b>Justice and Associates, Inc. <u>Draft Environmental Impact Report: Port of Sacramento Coral Export Terminal. Sacramento: The Engineers, 1983</u></b>
Box 2, Folder 10	<b>Swan, Wooster Engineering, Inc. <u>Preliminary Study: Proposed Topping-Off Facility for the Port of Sacramento, San Francisco Bay Area, California. Portland, OR: The Engineers, 1983</u></b>
Box 2, Folder 11	<b>Justice and Associates, Inc. <u>Draft Environmental Impact Report: Topping-Off Facility for the Port of Sacramento. Sacramento: The Engineers, 1983</u></b>

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**Subseries 3: Marketing, n.d.****Sub-subseries 1: Ephemera, 1965-1987****Description**

Miscellaneous documents and other material generally used to inform tour groups, businesses, other port authorities, and the general public about the Port of Sacramento. Contents include announcements, flyers, brochures, folios, folders, pamphlets, and so on. Many items have dates written in pen or pencil; these are among the items referred to below as "ca. [date]." To determine approximate dates on undated documents, use the chronology (Appendix II) and list of port commissioners (Appendix III) to compare activities, events, and commissioners' names.

Box 2, Folder 12	<b>"Port of Sacramento", n.d.</b>
Box 2, Folder 13	<b>"Welcome the Port of Sacramento", n.d.</b>
Box 2, Folder 14	<b>"Interesting Facts and History: Sacramento-Yolo Port District", n.d.</b>
Box 2, Folder 15	<b>"Port of Sacramento: California's Capital Port", n.d.</b>
Box 2, Folder 16	<b>"All Ashore at the Port of Sacramento", n.d.</b>
Box 2, Folder 17	<b>"Export Information Services for U.S. Business Firms" by U.S. Department of Commerce, n.d.</b>
Box 2, Folder 18	<b>"Sacramento-Yolo Port" [17-page booklet], n.d.</b>
Box 2, Folder 19	<b>"How to Get into America Fast", n.d.</b>
Box 2, Folder 20	<b>"Unload: Port of Sacramento", n.d.</b>
Box 2, Folder 21	<b>Invitation to New Bulk Rice Storage and Loading Terminal Dedication Ceremony, 1965</b>
Box 2, Folder 23	<b>"Port of Sacramento Sailing Schedule", 1966</b>
Box 2, Folder 22	<b>"Welcome to the Port of Sacramento", 1965</b>
Box 2, Folder 24	<b>Miscellaneous Cards, 1966</b>
Box 2, Folder 25	<b>"Port of Sacramento: Past, Present, Future", 1966</b>
Box 2, Folder 26	<b>"Exports: An Orientation Seminar", 1968</b>
Box 2, Folder 27	<b>"The Sacramento Container Barge Service (CBS)", 1970</b>
Box 2, Folder 28	<b>"Port of Sacramento: California's Inland Seaway to the World", 1971</b>
Box 2, Folder 29	<b>"Port of Sacramento", 1971</b>
Box 2, Folder 30	<b>Association of American President Lines in Transmodal Distribution of OCP Cargo [through] Sacramento Facilities [card], 1971</b>
Box 2, Folder 31	<b>"Rules and Regulations, General Information: Port of Sacramento", 1971</b>
Box 2, Folder 32	<b>"Port of Sacramento" [Informational Brochure], 1972</b>
Box 2, Folder 33	<b>"Port of Sacramento", 1973</b>
Box 2, Folder 34	<b>"Port of Sacramento", 1975</b>
Box 2, Folder 35	<b>Announcements for the First International Dry Bulk Cargo Handling Conference, 1976</b>
Box 2, Folder 36	<b>Program, Signing Ceremony between the USA and the People's Republic of China, 1980</b>
Box 2, Folder 37	<b>"Port of Sacramento", 1980</b>
Box 2, Folder 38	<b>"Welcome to the Port of Sacramento", 1980</b>
Box 2, Folder 39	<b>"Port of Sacramento", 1981</b>
Box 2, Folder 40	<b>"Welcome to the Port of Sacramento", 1981</b>
Box 2, Folder 41	<b>"Port of Sacramento", 1982</b>
Box 2, Folder 42	<b>"Port of Sacramento: An Anniversary Portfolio of Progress", 1983</b>

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Box 2, Folder 43	<b>"California's Capital Port: Port of Sacramento", 1983</b>
Box 2, Folder 44	<b>"Soda Ash Export", 1983</b>
Box 2, Folder 45	<b>"The 'Profits Ahead - Converting to Bulk Shipping' Conference", 1985</b>
	<b><u>Sub-subseries 2: General Information Files, 1949-1991</u></b>
	<b>Description</b>
	General information for either internal or external use that is arranged collectively in folders, docket, or binders. Some information prepared for promotional purposes, such as dedication ceremonies.
Box 2, Folder 46	<b>"Port Docket: Facts from the Port of Sacramento", n.d.</b>
Box 2, Folder 47	<b>"Port of Sacramento Facts", n.d.</b>
Box 2, Folder 48	<b>Port of Sacramento Information Folder Commemorating the Opening Ceremonies, 1963</b>
Box 2, Folder 49	<b>Western Pacific Railroad Coal Exportation Proposal, 1978</b>
Box 2, Folder 50	<b>Port of Sacramento 1988-89 Handbook, 1988-1989</b>
Box 2, Folder 51	<b>"Port of Sacramento: California's Capital Port" Information Packet, 1986-1991</b>
	<b><u>Sub-subseries 3: Periodical Publications, 1962-1986</u></b>
	<b>Description</b>
	Publications of the district for internal and external use. The annual report (financial) information is included in <u>Seaways</u> after 1983. Issue numbers and dates of issue, particularly with volumes 10 and 11 of the newsletter <u>Portfolio</u> , are inconsistent.
Box 2, Folder 52	<b><u>Portfolio, v. 1-10, 1964-1973</u></b>
Box 2, Folder 53	<b><u>Portfolio, v. 11-15, 1974-1978</u></b>
Box 2, Folder 54	<b><u>Portfolio, v. 16-23, 1979-1986</u></b>
Box 2, Folder 55	<b><u>Portfolio, Japanese Edition, v. 1-3, 1968-1986</u></b>
Box 2, Folder 56	<b><u>Sacramento Coal Portfolio, v. 1-2, 1980-1981</u></b>
Box 2, Folder 57	<b><u>The Sacramento Reporter, v. 1-2, 1962-1963</u></b>
Box 2, Folder 58	<b><u>Seaways, v. 1-3, 1984-1986</u></b>
	<b>Sub-subseries 4: Promotional Items, Sub Sub-Series IV: 1966-1974</b>
	<b>Description</b>
	Specific promotional items not included in ephemera above because items do not provide direct written information about the Port of Sacramento.
Box 2, Folder 59	<b>Two Slide Viewers (hand-held; 2 strips with 8 slides each; 16 slides total), 1966</b>
Box 2, Folder 60	<b>One Slide Viewer, "Transmodal Distribution System" (hand-held; one strip with 14 slides), 1971</b>
Box 2, Folder 61	<b>Coin Replica "Blake and Co. \$20 Piece", 1972</b>
Box 2, Folder 62	<b>Coin Replica "California Gold Ingot", 1972</b>
Box 2, Folder 63	<b>Coin Replica "\$10 Mormon Gold Piece", 1972</b>
Box 2, Folder 64	<b>Coin Replica "Ormsby Gold Piece", 1972</b>
Box 2, Folder 65	<b>Coin Replica "Blake and Co. \$20 Gold Piece", 1972</b>
Box 2, Folder 66	<b>Coin Replica "Baldwin 1850 \$10 Gold Piece", 1972</b>
Box 2, Folder 67	<b>Coin Replica "Ormsby Gold Piece", 1973</b>
Box 2, Folder 68	<b>Coin Replicas [5 total], 1974</b>
Box 2, Folder 69	<b>World Time Chart Slide Rule, n.d.</b>

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**Subseries 4: Operations, n.d.**

**Sub-subseries 1: Administrative Files, 1961-1985**

**Description**

Files include terminal regulations and charges, union contracts, correspondence, and memorandums of understanding.

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Box 3, Folder 1	<b>Shore, Melvin. <u>Terminal Tariff No. 2: Rates, Charges, Rules, and Regulations Applying at Marine Terminal of Port of Sacramento at West Sacramento, California</u> . West Sacramento: SYPD, 1973</b>
Box 3, Folder 2	<b>Non-Management/Professional Unit, 1980-1984</b>
Box 3, Folder 3	<b>International Longshoremen's and Workhousemen's Union Local 17, 1965-1984</b>
Box 3, Folder 4	<b>Sacramento Port Police Officers Association, 1982-1984</b>
Box 3, Folder 5	<b>Engineers and Scientists of California, 1977-1984</b>
Box 3, Folder 6	<b>International Longshoremen's and Workhousemen's Union - Walking Bosses, 1965-1981</b>
Box 3, Folder 7	<b>Teamsters Union - Chauffers, Teamsters, and Helpers Local Union No. 150, 1968-1985</b>
Box 3, Folder 8	<b>Port of Sacramento Employee Handbook, 1977</b>
Box 3, Folder 9	<b>International Longshoremen's and Workhousemen's Union - Warehouse-men's Union Local 17, 1965-1982</b>
Box 3, Folder 10	<b>Agreement between Distributors Association and Warhouse Union Locals 6 and 17, International Longshoremen's and Workhousemen's Union, 1964-1970</b>
Box 3, Folder 11	<b>Pacific Coast Longshore Contract Document, 1961-1971, 1975-1978</b>
Box 3, Folder 12	<b>Container Freight Station Supplement to the Pacific Coast Longshore and Clerks' Agreement, 1966-1971</b>

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**Subseries 5: Port Director's Office, n.d.**

**Sub-subseries 1: Administrative Files, 1983-1986**

**Description**

Files regarding legislative matters.

Box 3, Folder 13	<b>California's Urban Waterfront Area Restoration Financing Program, 1983-1986</b>
Box 3, Folder 14	<b>Local Cooperation Agreements, 1985-1986</b>

**Sub-subseries 2: Personal Papers, 1974-1983**

**Description**

Papers of Melvin Shore include correspondence, speeches, ephemera, a brief vita, drafts for reports and articles, clippings, and statements.

Box 3, Folder 15	<b>"Brief History: Sacramento Deep Water Channel Project", 1963</b>
Box 3, Folder 16	<b>"Sacramento Pioneers" by Melvin Shore, 1970</b>
Box 3, Folder 17	<b>Speeches, Papers and Articles by Melvin Shore, 1972-1982</b>
Box 3, Folder 18	<b>"History of the Port of Sacramento" by Melvin Shore, 2003</b>
Box 3, Folder 19	<b>Program for International Affairs Student, 1972</b>
Box 3, Folder 20	<b>Shore Endowed Lecture on International Trade, 1986</b>
Box 3, Folder 21	<b>Melvin Shore Lecture on International Trade (by California State University, Sacramento), 1986-1988</b>
Box 3, Folder 22	<b>Port of Sacramento International Center Newspaper Clippings, 1963-1989</b>
Box 3, Folder 23	<b>"Capability Statement" by Melvin Shore, 1987</b>
Box 3, Folder 24	<b>Port of Sacramento Tide and Current Tables, 1965-1966</b>
Box 3, Folder 25	<b>Letterhead and Telephone Directory Covers, 1978</b>

**Sub-subseries 3: Business Cards, 1964-1986**

**Description**

Approximately 3,900 business cards kept by Melvin Shore during his directorship. Cards reflect businesses from such varied geographic locations as Western Europe, East Asia, Oceania, Latin America, and Canada.

Box 3, Object 1	<b>"Abbott" to "Hoshino", 1964-1986</b>
Box 3, Object 2	<b>"Hosobuchi" to "Muller", 1964-1986</b>
Box 3, Object 3	<b>"Muller" to "Takeuchi", 1964-1986</b>
Box 3, Object 4	<b>"Takei" to "Zhong", 1964-1986</b>

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**Subseries 6: External Agencies, n.d.**

**Arrangement note**

The Port of Sacramento Collection contains many records not generated by the port district or their consultants. The U.S. Army Corps of Engineers' reports are one example, but are inventoried separately to reflect their original grouping.

**Sub-subseries 1: Miscellaneous Files, 1916-1979**

**Description**

Copies of laws which created the Sacramento-Yolo Port District and authorized the construction of the Sacramento Deep Water Shipping Channel Project. Also, copies of reports generated outside the port district which cover a variety of subject matter, including studies on the feasibility of a Sacramento deep water channel and economic development in the Sacramento area.

Box 4, Folder 1	<b><u>Norboe, Paul M. A Deep Water Ship Canal for Sacramento the Heart of California: An Address Made by Major Paul M. Norboe, of the State Engineering Department of California, Before the Board of Directors of the Chamber of Commerce, of Sacramento, February 24, 1916 . Sacramento: The Deep Water Canal Committee, . 1916</u></b>
Box 4, Folder 2	<b><u>Grunsky, C. E. Report on the Economic Aspects of a Sacramento Deep Water Ship Canal with a Terminal Port at Sacramento. San Francisco: C. E. Grunsky, 1925</u></b>
Box 4, Folder 3	<b><u>California. Legislature. Assembly. 1935. The River Port District Act. AB 527, 1935</u></b>
Box 4, Folder 4	<b><u>U.S. Congress. House. 1946. Public Law 525. 79th Congress, 2nd session. HR 6407. 1946</u></b>
Box 4, Folder 5	<b><u>Sacramento River, California: Letter from the Secretary of War Transmitting to the Chairman of the Committee on Commerce U.S. Senate Pursuant to a Resolution of the Committee, a Review of Reports on the Sacramento River, California . Washington, D.C.: GPO, 1946</u></b>
Box 4, Folder 6	<b><u>Sacramento River Ship Channel: Statements of W[illiam] G. Stone before the War Department Subcommittee, Senate Appropriations Committee, ca. 1948</u></b>
Box 4, Folder 7	<b><u>Sacramento-San Joaquin Basin Streams, California: Letter from the Secretary of the Army Transmitting a Letter from the Chief of Engineers, U.S. Army, Dated July 27, 1948, Submitting a Report, Together with Accompanying Papers and Illustrations, on Preliminary Examinations and Surveys of the Sacramento-San Joaquin River Basin Stream, California for Flood Control and Allied Purposes Listed in the Report . Washington, D.C.: GPO, 1950</u></b>
Box 4, Folder 8	<b><u>Crocker-Anglo Bank Notes, 1963</u></b>
Box 4, Folder 9	<b><u>Sargent, Charles. The Sacramento Deep Water Ship Channel: Its Industrial Development Potential. San Francisco: Bank of America, 1964</u></b>
Box 4, Folder 10	<b><u>Bank of America National Trust and Savings Association. Focus on the Sacramento Metropolitan Area: An Economic Study of Placer, Sacramento, and Yolo Counties, 1965</u></b>
Box 4, Folder 11	<b><u>Main Lafrentz and Co. Final Report and Cost Formula for the California Association of Port Authorities. San Francisco: Main Lafrentz and Co., 1974</u></b>
Box 4, Folder 12	<b><u>Comptroller General. Report to the COngress of the United States: American Seaports - Changes Affecting Operations and Development. Washington, D.C.: GAO, 1979</u></b>

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**Subseries 7: U.S. Army Corps of Engineers, n.d.**

**Arrangement note**

In 1874, the U.S. Army Corps of Engineers was given the job of maintaining deep water ship channels which were previously dredged to provide access of the port of Sacramento to ocean vessels. Since 1933, the U.S. Corps of Engineers, Sacramento District, has been responsible for the planning and construction of the channel and port facilities.

**Sub-subseries 1: Reports, 1949-1980**

**Description**

Copies of reports issued by the U.S. Corps of Engineers pertaining to construction project directly related to the Sacramento Deep Water Ship Channel and to other navigation within the Sacramento District.

Box 4, Folder 13	<b><u>U.S. Army Corps of Engineers, Sacramento District. Definite Project Report: Sacramento Deep Water Ship Channel Project, 1949</u></b>
Box 4, Folder 14	<b><u>U.S. Army Corps of Engineers, Sacramento District. Review Report on Navigation: San Francisco Bay to Stockton, California, 1963</u></b>
Box 4, Folder 15	<b><u>The Board of Engineers for Rivers and Harbors. The Ports of Stockton and Sacramento, California. Part 2. Washington, D.C.: GPO, 1963</u></b>
Box 4, Folder 16	<b><u>U.S. Army Corps of Engineers, Sacramento District. Presentations of the U.S. Army Corps of Engineers to Committee IV, Construction and Maintenance, American Association of Port Authorities at Denver, Colorado, 1969</u></b>
Box 4, Folder 17	<b><u>U.S. Army Corps of Engineers, Sacramento District. Sacramento River Deep Water Ship Channel, California Feasibility Report and Environmental Impact Statement for Navigation and Related Purposes, 1980</u></b>

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**Subseries 8: U.S. Port Systems Advocates, Sub-Series VIII: n.d.**

**Sub-subseries 1: Legislative Files, 1981-1985**

**Description**

Files contain correspondence, memoranda, notices, newsletters, procedural reform, proposed positions on Congressional legislation, presentation drafts, and other documents reflecting Melvin Shore's responsibilities as the South Pacific Region representative on the U.S. Port Systems Advocates' Steering Committee. Most files pertain to user charge legislation.

Box 4, Folder 18	<b><u>User Charges File, July 1981</u></b>
Box 4, Folder 19	<b><u>Successive Drafts of HR 4862, 1981</u></b>
Box 4, Folder 20	<b><u>Memos to the Commission, 1981-1982</u></b>
Box 4, Folder 21	<b><u>Memos to the Commission, 1983</u></b>
Box 4, Folder 22	<b><u>Memos to the Commission, 1984</u></b>
Box 4, Folder 23	<b><u>Memos to the Commission, 1985-1986</u></b>
Box 4, Folder 24	<b><u>PIANC International Navigation Association Membership Directory, 1997-1998</u></b>
Box 4, Folder 25	<b><u>PIANC Newsletters and Bulletins, 1997-1998</u></b>
Box 4, Folder 26	<b><u>PIANC (Permanent International Association of Navigational Congresses) Reports, 1997-1998</u></b>
Box 4, Folder 27	<b><u>Ordinances 1-35, 1949-1976</u></b>
Box 4, Folder 28	<b><u>Ordinances 36-38, 1980-1981</u></b>
Box 4, Folder 29	<b><u>Ordinances 39-40, 1982</u></b>
Box 4, Folder 30	<b><u>Legislation for User Charges, 1981</u></b>
Box 5, Folder 1	<b><u>Legislation for User Charges, 1981</u></b>
Box 5, Folder 2	<b><u>Port, Harbor and Waterway Cost Recovery, 1981</u></b>
Box 5, Folder 3	<b><u>The Case for Uniformly Applied Dredging User Charges, 1981</u></b>
Box 5, Folder 4	<b><u>Committee on Public Works and Transportation, 1982</u></b>
Box 5, Folder 5	<b><u>Legislation Regarding Cost Recovery / User Charges, 1981</u></b>
Box 5, Folder 6	<b><u>Legislation Regarding Cost Recovery / User Charges, 1982</u></b>
Box 5, Folder 7	<b><u>Legislation for Cost Recovery / User Charges, 1982</u></b>
Box 5, Folder 8	<b><u>Legislation Regarding Cost Recovery / User Charges, 1984-1985</u></b>
Box 5, Folder 9	<b><u>Deep Draft Navigation Development Legislation, Correspondence, 1983</u></b>
Box 5, Folder 10	<b><u>Deep Draft Navigation Development Legislation, Congressional Action, 1983</u></b>
Box 5, Folder 11	<b><u>Letters to AAPA Corporate Members from the Chairman, 1982-1983</u></b>

**Series 2: American Association of Port Authorities, 1973-1983**

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**Subseries 1: General, 1979-1983**

**Sub-subseries 1: General Files, Sub Sub-Series I: 1979-1983**

**Description**

Files include a variety of documents, including correspondence, memoranda, program agendas, reports, position papers, summary lists, rosters and mailing lists, minutes, financial statements, purchase plans, proposed amendments, draft resolutions, notes, booklets, and photocopies of clippings and business cards.

Box 5, Folder 12  
Box 5, Folder 13

**AAPA 1983 Handbook, 1983**

**AAPA. Proceedings of the Annual Meeting, Seattle, Washington, September 1983. 1983**

Box 5, Folder 14

**Agenda Study, 1982-1983**

Box 5, Folder 15

**Annual Financial Report Exchange, 1983-1984**

Box 5, Folder 16

**Board of Directors, 1982-1983**

Box 5, Folder 17

**Board of Directors/Executive Committee, 1983-1984**

Box 5, Folder 18

**Bylaws and Committee Organization, 1982**

Box 5, Folder 19

**Cumulative [user fee] Impact Study, 1983**

Box 5, Folder 20

**Executive Management Seminar, May 1983**

Box 5, Folder 21

**Financial Records, 1979-1983**

Box 5, Folder 22

**Port Security Committee, Final Report, 1982**

Box 5, Folder 23

**Resolutions Committee, 1982-1983**

Box 5, Folder 24

**Latin America, 1982-1983**

Box 5, Folder 25

**Meetings and Speeches, 1979-1983**

Box 5, Folder 26

**User Charge Memoranda, 1983**

Box 5, Folder 27

**User Charge Negotiations, 1982-1983**

Box 5, Folder 28

**General File, 1983**

Box 5, Folder 29

**General File, 1982-1983**

Box 5, Folder 30

**General File, 1983-1984**

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**Subseries 2: U.S. Legislative Policy Council, n.d.**

**Sub-subseries 1: Legislative Files, 1982-1984**

**Description**

Files include such documents as program agendas, legislative summaries, correspondence, memoranda, speeches, reports, telegraphs, and minutes.

Box 6, Folder 1

**Meeting, 14 February 1983. 1982-83**

Box 6, Folder 2

**Meeting, 06 April 1983. 1983**

Box 6, Folder 3

**Meeting, 23 June 1983. 1983**

Box 6, Folder 4

**Meeting, 30 January 1984. 1983-1984**

Box 6, Folder 5

**Meeting, 05 April 1984. 1984**

Box 6, Folder 6

**Activities, 1982-1983**

Box 6, Folder 7

**Activities, 1982-1983**

Box 6, Folder 8

**Activities, 1983-1984**

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**Subseries 3: Committees, n.d.**

**Sub-subseries 1: General Files, 1982-1984**

**Description**

Files include a variety of documents, including correspondence, memoranda, resolutions, discussion papers, reports, legislation summaries, annual reports, financial statements, notes, rosters, program agendas, and minutes.

Box 6, Folder 9

**U.S. Transportation Policy Committee, 1983-1984**

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Box 6, Folder 10

**Executive Committee, 1982-1983**

Box 6, Folder 11

**Executive Committee Meeting, September 1984**

Box 6, Folder 12

**Committees, General, 1982-1983**

Box 6, Folder 13

**Committees, General, 1983**