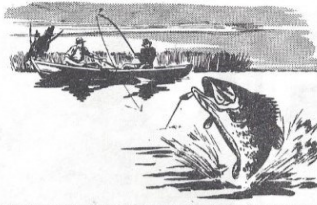


meadview monitor



Vol. 4, No. 2

MEADVIEW, ARIZONA

November, 1966

LAKE MEAD HAS NEW COMMUNITY

Meadview Terrace To Feature Paved Streets, Utilities

Developers, Frank Glindmeier and Paul Mullane today jointly announced the official opening of the Meadview Terrace subdivision.

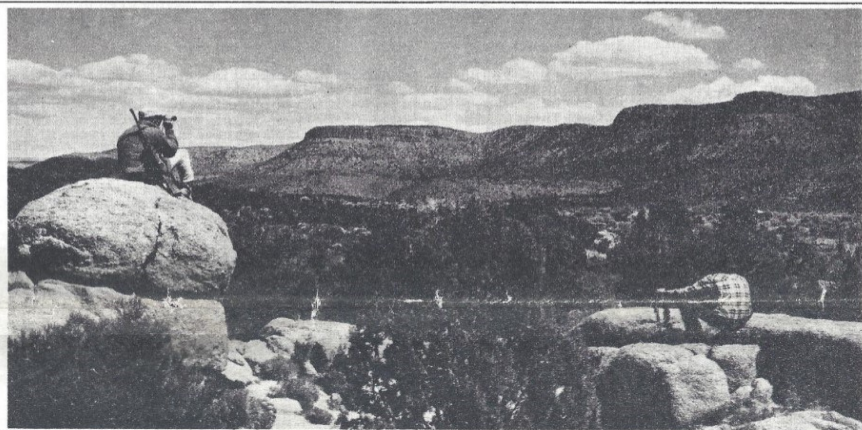
The new area, with 402 developed lots, is the result of six years of planning and developing on the Meadview project.

In making the announcement, Glindmeier stated "We have wanted to start a development, such as Meadview Terrace, for some time, so that we could offer utilities, paved streets and all of the advantages of urban living. Until this time, it was not economically feasible however. The existing lake access at Pierce Ferry Landing was always subject to being cut off if the lake level receded such as it has done during the past few years. With the completion of the South Cove Road we now have guaranteed access to Lake Mead for all time, regardless of lake level, and the feasibility of a fully developed community is now evident."

It was learned from Paul Mullane that "Meadview Terrace is the first development of an overall planned community at Meadview. We are sure that there will be more developed properties available later, but we know that they will be slightly further from the lake and assuredly more expensive," Mullane went on to say, "We have made every effort to make these first Meadview Terrace lots available at the lowest possible cost. The initial development costs on a project of this kind are staggering, and we have not tried to amortize these entire costs into the Meadview Terrace project alone. If we were to have done so the prices would be nearly double what they are today."

Until this time, there has never been any developed property available for sale at Lake Mead. In the first place, there is virtually no private land available within a usable distance of the lake, and most of what little is available is unsuitable for development of this type, Glindmeier said. "We know of no other land in either Arizona or Nevada that is available for private development such as Meadview. Meadview will certainly be a 'one of a kind' development."

Glindmeier continued "Perhaps Meadview's greatest asset is the fact that the entire community is surrounded



by Federal land, providing a shelter and a park like setting for all time. Where can you find a community where elbow room and community recreation space is available on such a large scale? This is one reason we have made the lots larger than in most developments of this type. This is a beautiful vast country and to overcrowd it within the subdivision itself would be a gross mistake", Glindmeier said.

Property restrictions have been recorded for Meadview Terrace and insure an attractive orderly growth for the community. Included in the restrictions is a paragraph regarding site grading. Paul Mullane pointed out that "The worst thing that could happen to this beautiful country is to have people come in and strip the land of its beautiful natural growth. We have insisted that all site grading be held to an absolute minimum. Obviously a certain amount of grading has to be done in order to clear a site for either a permanent home or a mobile home, but needless defacing of the landscape hurts everyone in the community and will not be tolerated."

The beautiful Joshua setting is highlighted by a magnificent view to the east of the Grand Wash Cliffs which rise to a height of approximately 5600 feet. Harold Brown, Project Manager for Meadview, stated "I think the biggest problem that residents are going to have at Meadview is in trying to decide which direction to face their house or mobile home. The country is so pretty, and there are so many beautiful views in each direction, that a person is inclined to try to take advantage of all of the views at one time. Of course, this isn't too practical, but there are some little secrets as to how you can get the most out of your site development program. I want to try to be of assistance to all of our residents in working with them to get the most out of their site orientation. After living in this country for quite a few years now, I have become familiar with a lot of site development secrets that might not be readily apparent to someone visiting this area for the first time."

The formal grand opening of the Meadview Terrace development will take place between Saturday, December 24th and Sunday, January 1st. Sales have been officially opened as of this date however, and advertising of the project is underway.

At press time early reservations of lots from people who have been watching the Meadview construction progress for the past 90 days have been pouring in and those persons interested in purchasing property in Meadview Terrace are advised to visit the project at their earliest opportunity.

HUNTING SEASON HAS OPENED AND SOME OF MOHAVE COUNTY'S FINEST DEER HUNTING IS ON IRON MOUNTAIN, JUST 18 MILES SOUTH OF MEADVIEW. IF YOU HAVEN'T GOT YOUR DEER YET, YOU MIGHT WANT TO TRY THIS AREA.

South Cove Road Now Being Paved

Most of the Meadview Monitor readers have been following with great interest the construction progress of the Sandy Point Highway, for with its completion, permanent lake access for the entire Meadview area is assured for all time, regardless of Lake level.

You are probably wondering why the terminology South Cove, but this is the new official designation of the landing at Lake Mead, and therefore we will continue to use this name.

The original contract called only for the paving of the four miles of new road into South Cove, but a subsequent amendment has added over 1-1/2 miles of additional having on Pierce Ferry Road. Those who are familiar with the Pierce Ferry area will know this portion of the road better when it is described as that part between the Pierce Ferry airport turnoff and the intersection with the South Cove Road. In other words, the entire uphill

(Continued on Page 2)



RIVCOR HAS ANNOUNCED THE APPOINTMENT OF HAROLD BROWN AS MEADVIEW PROJECT MANAGER.

**MAKE PLANS NOW
FOR ATTENDING OUR
PRE-OPENING
CELEBRATION**

SEE PAGE 7 FOR DETAILS

meadview monitor

PUBLISHED FOR AND BY
THE RESIDENTS AND OWNERS OF
MEADVIEW

Editor - Jackie Brown
P. O. Box 158 - Dolan Springs, Arizona



Over The Editor's Desk

Hi there. To introduce myself, I'm Jackie Brown, the Editor of the Meadview Monitor, and my husband is Hal Brown, Project Manager for Meadview.

It sure was great for Hal and I to finally get moved to our new home, high on a hill in Meadview Terrace. We're not all settled yet, however, as there is no much activity going on all around it keeps me busy checking up on all the latest happenings.

From our vantage point I can watch the trucks buzzing here and there, workmen all over the place and big earth moving equipment building new roads, so how can you feel like unpacking boxes and stuffing cupboards with all this going on. Good thing Hal is patient with me.

From our hilltop hacienda we look straight across at the new store, coffee shop and administrative offices and that is quite a "spread" in itself. The new buildings are large so they cover quite an area and at night it looks almost like a little town over there.

Since I'm on the subject of these new additions I might as well tell you a little something about them. The grocery store is quite large and very well stocked so we gals do most of our shopping there. Then when it's time for a cup of coffee we need only go a few steps to the adjoining coffee shop, which has an outdoor patio, carpeted yet! Both the store and coffee shop are run by Gladys and Earl Lehman and since they are both the congenial type it makes for a nice friendly gathering place. The food is good, too.

You'll be surprised when you see the nice new modern offices with all that comfortable furniture and an outside deck, where you can watch the ever changing views. It will be fun to work in there.

I know this new life is going to be real exciting and I'm looking forward to letting you know all about what's going on by means of our community paper, the Meadview Monitor.

Today I had the pleasure of talking to Dave Ryan, a very personable young man. Dave works for the Bureau of Public Roads Region 7, out of San Francisco and is the Project Engineer for the new South Cove Road.

He tells of some of the difficulties encountered due to the extremely rugged, rocky terrain from the Pierce Ferry Rd. to Lake Mead. Doing the original surveying was quite a feat and at one point it necessitated using a rope to descend a steep, rocky gorge; but by using this method it saved an additional 3 mile hike.

Most difficult during actual construction was the rock out through the Twin Buttes where 220,000 yards of rock were removed, this causing considerable wear and tear on the contractors equipment. Due to limited housing many of the men lived in Kingman and it was estimated they ran 12,000 vehicle miles a month commuting, which meant a long day for Dave and his crew.

The original contract time allowed for completion of the road was 230 calendar days but due to the extremely hard strata it will run more like 440 days, with completion about the middle of November. In spite of the set backs the job will stay within the original bid of \$1,008,446.50.

Dave feels this was the toughest job he has ever been on but feels it was all worth it as it is now a beautiful paved road with breathtaking scenes.

Dave was born in Weaverville, California and graduated from the University of Santa Clara where he majored in Civil Engineering. He also attended the University of San Francisco. He is married and his



DAVE RYAN, PROJECT ENGINEER FOR THE BUREAU OF PUBLIC ROADS ON THE SOUTH COVE ROAD JOB.



THIS IS THE WAY IT WAS IN THE EARLY PORTION OF THE SOUTH COVE JOB. TOUGH WORK, HUH FELLOWS?

wife's name is Arlene; they have two little girls, Theresa and Susan. The family has been residing in Kingman for over a year, during the road construction, but now they will soon be leaving to go to another job. Dave is not sure where this will be but wherever it is, Good Luck, and be sure to come back and see us. Maybe you would like to try out your road as a passenger.

Labor Day weekend was really hectic. There was so much going on we could not keep up with it all. The new store was all in place, but we were short just one big item--groceries! Oh yes, we had groceries but in boxes and boxes stacked all over the store! These groceries all had to be unpacked and arranged neatly on the shelves. And you can guess who this job fell to--we women of course! We divided up the work as evenly as possible and started in.

Opal Abel from Phoenix, who thought she was on a vacation but was not quite sure, was pickles, relishes, mustard, catsup, jellies etc. Barbara Harris of Riviera, Arizona was way past her five feet in height with such things as Kleenex, paper towels, cleaning materials, coffee, dog and cat food and all sorts of items. We hardly saw her all day as she never seemed to get from behind the boxes! Zelda Wakefield inherited the job of canned goods and canned goods we had! Cases and cases of things--especially beans. I doubt if she can look at another can. Even one of the boss's wives--Lee Glindmeier--got into the act. Cake mixes and cereal kept her busy for hours. We seemed to have more cake mix than Betty Crocker. I ended up in the soups and tomato juice. Every time we thought we had a shelf nicely arranged and couldn't possibly get one more item on it, someone found another case of it and the "big shift" began. While we were doing this, Gladys Lehman was up to her elbows in soap and water scrubbing the refrigerators, deli cases and reach in boxes while Earl Lehman arranged all the sporting goods on the shelves in another department. Finally, after two days of moans and groans, we were through. Our store was all bright and shiny and everything arranged just like "Safeway" and waiting for the photographers, John and Virginia Raymond, who were due in the next morning to take pictures of the new store.

And although it seems like we were brought up there just to work, lots of other people came up for fun. I had the pleasure of meeting the Thompsons from Prescott and also Mr. Quinn. They were roaming around looking things over. Bob Gennung and a friend had come up from Phoenix and we enjoyed a nice visit out on the new patio.

Pat and Pearl Glindmeier were also on hand for that big weekend. Later on Pat had a month's vacation from his job in Phoenix and they spent a part of it at Riviera, Arizona and part of it at Meadview. Pat didn't get off so easy though as Hal put him to work; says he is a great helper. Pearl kept herself busy carrying rocks for a new path from their mobile home to the road and raking up all the area around. She is a great one for working outside.

Ed and Dottie Lane visited our area twice during the past few weeks to look over our project and see what was going on. Since they are owners and operators of a rock shop at the Colorado Riviera's other retirement resort area, they had heard about Meadview and wanted to see what was going on.

Lee Glindmeier's father, Bob Lawson of Sarasota, Florida was a part of the Labor Day visitors and was quite surprised at all of the activity. He had visited there four years before. In fact, Zelda Wakefield and Flossie Curtis had made him a birthday cake while he was there at that time and celebrated his birthday with him in the old Meadview Marina.

Though I had met Marge and Mac McIntosh and Pete and Flossie Curtis before, it was good to renew their acquaintance. The day I called on Mac and Marge, I was surprised to see the new addition they had put on their already darling stone house. Incidentally, Marge is one of those responsible for having the Bookmobile come to Meadview. Flossie Curtis tells me they are here for

an extended visit and she hopes she gets back on her feet again after a recent illness. Flossie and Pete were the original managers of the old store and some of you may remember that delicious homemade bread Flossie and Zelda Wakefield made for the store.

It was just like homecoming at Meadview for some of the people. Several of the early Meadview part time residents returned to see all the activity. I have already mentioned Marge and Mac, Pete and Flossie who were among the first property owners. Other included Fanny Showalter who is always buzzing in and out and Ted Cochran, Mr. Quinn, Ed and Bessie Williams from Phoenix and Bullhead City and I am sure there were others I have missed.

Mrs. Jess Ladd drove down from Prescott and my husband, Hal, had a nice visit with her about the changes that were taking place. I didn't have the opportunity to meet her but I hope I will be able to do so when she returns. Mrs. Ladd had to make the trip without her husband Jess as he was recuperating from a recent back injury due to a fall and was not yet able to make the trip. We all wish him the best of luck and a speedy recovery.

Beginning with this issue of the Monitor, you will see a new format for our community newspaper. Previously published only quarterly, the Monitor has now become a monthly publication. Each month, you will see different columns written by many of the Meadview residents and personnel. We want to keep all of you informed as to the new activities going on at Meadview, as well as the tremendous progress that is being made almost daily.

If you have any comments to make regarding our newspaper, or any suggestions as to ways to improve it, I would appreciate your writing me and letting me know your ideas. This paper is published for you, our Meadview property owners, and those persons interested in our community, so we want to make it everything that you want it to be.

If you have not already requested to be placed on our mailing list for receiving complimentary monthly copies of the newspaper and would like to receive it, or if you have friends who you would like the Monitor sent to, please use the coupon on page 19 of this issue.

See you next month.

SOUTH COVE ROAD

(Continued from Page 1)

grade section of the Pierce Ferry Rd. is also being paved under this project. This is a very worth while addition, and the National Park Service is to be commended for their foresight in including this in the project. The South Cove launching ramp is located approximately 1-1/2 miles South of the famous Sandy Point landmark. The new landing will serve as the gateway to the entire upper basin area of Lake Mead including such famed fishing waters as Iceberg Canyon, Driftwood Cove, etc.

Many California, Nevada, and Arizona sportsmen have used the upper basin portion of Lake Mead years, for this is generally the area that is considered to have the best consistent fishing on the lake. It is also generally considered as the most scenic part of the lake, and in addition to the places already mentioned, the beautiful scenery of Grand Wash, God's Pocket, Pierce Ferry, Lower Granit Gorge, and Spencer, Separation, and Bridge Canyons are all accessible from the South Cove landing.

The launching ramp at South Cove is probably one of the finest on Lake Mead. 100 feet wide, and at a 9% grade, the concrete bottomed ramphas been constructed at low water level assuring easy and permanent access. The construction of the ramp itself was no easy task, in that a coffer dam had to be built, the water pumped out and the ramp poured with concrete to lower than existing lake level. The merit of this additional expense though will be proven in the years to come.

An excellent large parking area has also been provided immediately adjacent to the ramp itself and will accommodate all anticipated visitors for the next few years.

At present, the road is scheduled to be open to the public about the middle of November, and with its opening, boaters from all over the Southwestern part of the United States are expected to use the South Cove access road in ever increasing numbers.

CROSSWORD PUZZLE

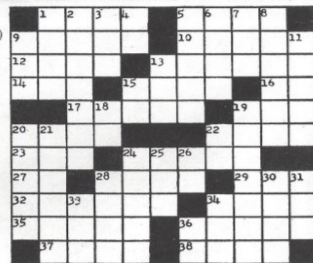
FOR ANSWER SEE
PAGE 19

ACROSS

- 1 Third power (math)
- 5 Auction, e.g.
- 9 Fact
- 10 Handle with skill
- 12 Greek goddess
- 13 Golf score
- 14 Jellylike material
- 15 Small horse
- 16 Roman eleven
- 17 Likeness
- 19 Deep hole
- 20 Stun
- 22 Change
- 23 Compass point
- 24 Seashore
- 27 At home
- 28 Close
- 29 Spigot
- 32 Mus. instrument
- 34 Reveal
- 35 Nostrils
- 36 Cloth
- 37 Limping
- 38 Storage boxes

DOWN

- 1 Be concerned
- 2 Make use of
- 3 Motor coach
- 4 Type measure



- 5 Hog or pig
- 6 Breezy
- 7 Guided
- 8 Cure-all
- 9 Excavate
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- 15 E. State (abbr)
- 18 Objective case of I
- 19 Design
- 20 Condescend
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- 22 Versus (abbr)
- 24 Pursue
- 25 Belonging to us
- 26 By
- 28 Plant stalk
- 30 City of sorrow
- 31 Work diligently
- 33 Man's name
- 34 Three (comb. form)
- 35 Jewish month

Meadview Marina - It's A Whopper

It's really a lot of fun to see the first reaction of visitors to Meadview when they step inside the newly completed Meadview Marina.

Almost without exception, they stare with disbelief at the size of the store and snack bar which has been provided for the use of resident's and visitors. The store area itself consists of 1200 square feet, chocked full of gondolas, refrigerator cases, reach in boxes and sporting goods displays. The store is stocked so well that you'd think you were in your own local supermarket.

The adjoining snack bar is another 400 square feet with seating capacity for 22 persons. Just outside of the snack bar is a 480 square foot patio with seating for another 24 people. Altogether, the entire Meadview Marina Complex, with storage areas and rest rooms contain a total of 2400 square feet.

Most people don't realize that the entire unit is mobile in nature. It was constructed in Mesa, Arizona in four component pieces and moved to Meadview and erected on the site. Then the patio was constructed after the other units were in place.

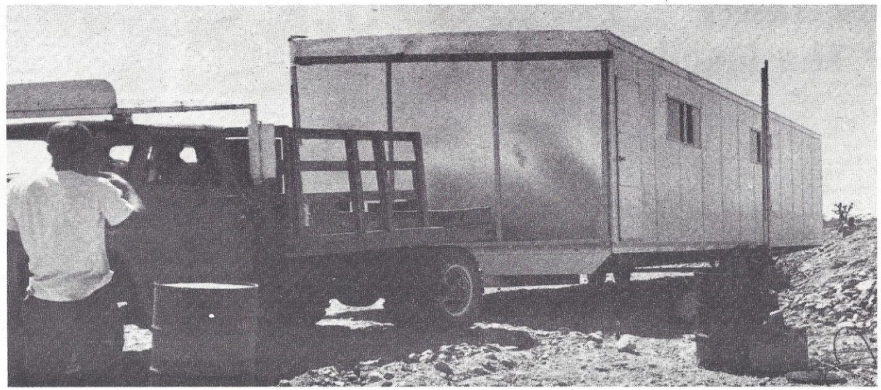
Mobile units were selected for this purpose rather than conventional construction, because the ultimate requirements for the Meadview resort complex will be far larger than what we could build today. It is also very likely that the final location of the complete resort will be in a different part of the development.

Breakfast, lunch and dinner are available in the snack bar, as well as soft drinks, beer and snacks. Just opened for business, the snack bar is already proving to be the clearing house of information and chit chat among the residents. Any time you want to know what is going on around Meadview, chances are you can find out real easily by just stopping in and chatting with the "gang."

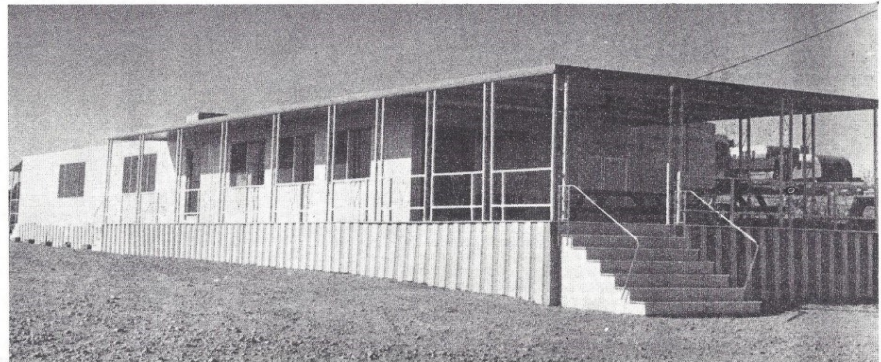
The sporting goods department of the store has probably the best stocked line of fishing tackle on Lake Mead. Rods, reels, fishing nets, tackle boxes, bait boxes and practically every lure known to man (some even known to fish) can be found here.

The service station of course, continues to offer Enco gas, outboard fuel, oil and auto accessories such as fan belts, hoses, etc.

Earl and Gladys Lehman are the Meadview Marina managers and I am sure that you will enjoy these personable folks. The Meadview Marina is open seven days a week for your convenience. Stop in, say howdy, and I think you'll be surprised too at the supplies that are available for you.



THE FIRST OF FOUR PARTS OF THE NEW MEADVIEW MARINA STORE AND SNACK BAR ARRIVES AND IS BACKED INTO PLACE.

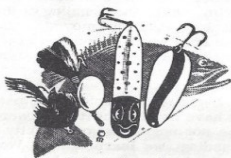


THE COMPLETED MEADVIEW MARINA TOGETHER WITH PATIO AND COVERED PORCH. 2400 SQ. FT. OF SUPPLIES & SERVICE.

meadview



Rods & Reels



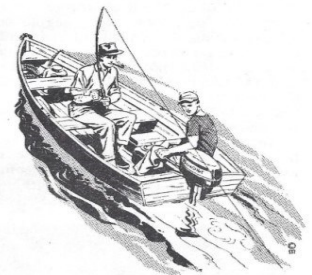
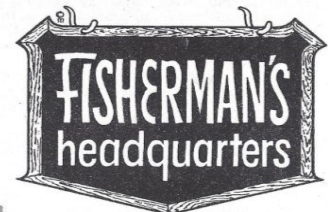
Fishing Lures

THE MOST COMPLETE
SUPPLY OF FISHING
TACKLE AND SUPPLIES
AT LAKE MEAD



HOURS

Monday thru Friday 8 - 8
Saturday and Sunday 7 - 10



Outboard Fuel



Enco Gasoline - Groceries - Beer - Ice

Sporting Goods - Supplies

Fishing Licenses



FROM INCEPTION TILL NOW

The Meadview Story

By FRANK GLINDMEIER
President-Rivcor

Where did it all begin, and why? Why is it that you were able to buy private land inside the boundaries of the Lake Mead National Recreation Area?

These and many more questions have been asked of myself and my partner, Paul Mullane, so many times that we felt that it would be beneficial to tell you the Meadview story as it actually happened. We think that it is an interesting story, and hope that you find it that way too.

It actually all began about 12 years ago. That's when I made my first trip to Lake Mead. It was a trip like so many boaters experience once in a lifetime. It was my first visit to the Lake and I don't believe I have ever been so impressed with anything as I was with my first sight of this beautiful lake.

The first impression of Lake Mead is that it is big—very big. There is room to play, with no possibility of being overcrowded. The second impression, and the more lasting one, is that it is so ruggedly beautiful. The third, after being on the lake only one day, was the fishing—the greatest. And the last impression, and the one which has the most material effect on the balance of this story, was why more people hadn't discovered and used this area.

I didn't realize at the time that there were such tremendous numbers using this area that there were, because it wasn't apparent. The lake is so large that thousands of boats can use the lake at the same time and not even be seen. However, as the years passed by and I continued to go to the lake time and again, it was obvious that each year there were twice as many people at each point, at each landing, and at each portion of the lake as there were the year before.

After watching this fantastic increase in usage for several years, I came back to the same question. "Why hasn't someone ever developed a subdivision at Lake Mead—a subdivision for sportsmen and retirees to come to and use as a base for their free recreation time. It seemed like the most logical of all possible developments.

Paul and I discussed this obvious lack of facilities and the possibilities of success of such a venture. We first made an analysis to see what kind of people were using this area. Where did they come from? We were surprised to find that 90% of the visitors to Lake Mead are people residing in Southern California. These people travel almost 700 miles on a weekend just to find fresh air and fresh water. You may be surprised to know that there is no large body of fresh water in all of Southern California. This is probably the primary reason that Southern Californians use our area so heavily.

I then examined my own personal habits. I had been trailering 250 miles each way several weekends out of the year back and forth from Phoenix to Lake Mead and I knew from first hand knowledge that there were a lot of other Arizona people doing the same thing. This is quite a long way to go for a weekend, and a lot of time is lost in making preparations for the trip, and in pulling your boat and trailer behind you. In Southern California, it is even worse, for there is a maximum speed limit of 45 miles per hour for boat and trailer combinations. We felt that if the proper resort development was created so that people could use their property as a base of operations, they would do so and save the long trailering time and expense.

It was in the spring of 1960 when we finally decided to do something about all of this. Paul and I determined that we would obtain a piece of private property on the shores of Lake Mead to develop into subdivided properties for sale. You can imagine our surprise when after a substantial amount of research, determined that there was no private property available on the shores of Lake Mead—not one foot of the entire lake. The Federal government had had the foresight when building the dam to reclaim all of the land along the shores of Lake Mead and virtually all of the land within ten or fifteen miles back from the Lake.

We can all be grateful that they did do this, for this beautiful shoreline will forever remain in its natural state for all Americans to enjoy from now on.

As you can imagine, we were rather discouraged about the whole thing after finding that we couldn't purchase

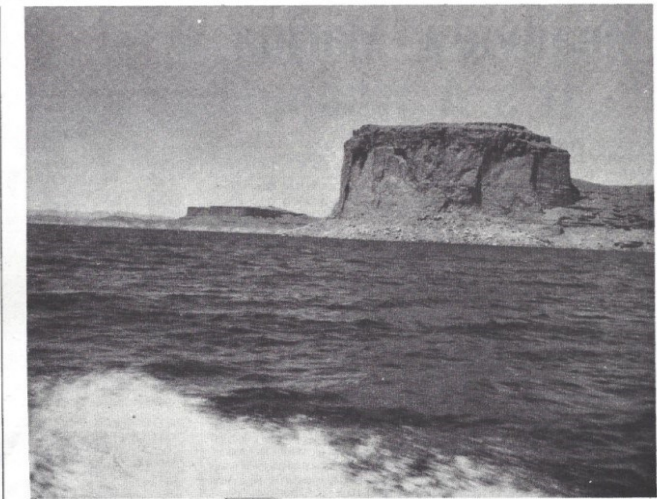
New Boat Storage Yard Completed

The new one and one-half acre Meadview boat storage yard has been completed. The entire facility is protected by a six foot chain link locked fence and will accommodate approximately 200 boats and trailers.

We have had many requests from our property owners to provide locked storage so that they could leave their boats and equipment at Meadview and save time and trouble of trailering them from their home to and from the lake. When you are travelling several hundred miles on a weekend in order to get to and from the lake, it makes a lot of difference whether you are trailering a boat behind you or not.

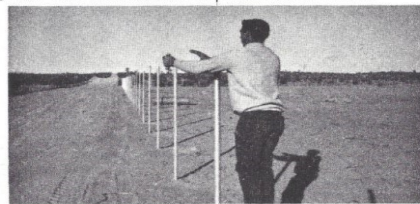
The storage yard will feature 24 hour access for each person having a boat in the yard, so for those who plan to arrive late at night, this will be quite an advantage.

Storage rates are only \$5.00 a month, or \$25.00 for six months or \$50.00 a year. Full information on



the boat storage yard can be obtained at the Meadview Information Office.

A BREEZY DAY ON LAKE MEAD AND THE BEAUTIFUL "TEMPLE" IN THE BACKGROUND.



UNDER CONSTRUCTION IN THIS PHOTO, THE FULLY FENCED AND LOCKED MEADVIEW DRY STORAGE AREA IS NOW COMPLETED AND AVAILABLE FOR YOUR USAGE.

what we wanted, but we decided to continue researching the area and find out what might be available in the way of usable land nearby to the lake. Weeks passed by and it seemed that there was just no usable land within a practical range of Lake Mead itself. Then we found one exception, one single exception. The topographic maps showed that it was suitable for development, but we wanted to verify this with a personal inspection.

We scheduled a trip to Lake Mead for the express purpose of investigating this property. As we approached the Meadview area, we were quite surprised at the beauty of the Joshua Forest that we were traveling through. We were to find that this Joshua Forest is generally considered to be the largest stand of Joshuas in the entire world. When we finally reached the specific property that was available for sale, we were impressed with the outstanding natural beauty of the area, but it wasn't until we saw the magnificent view of Lake Mead from Pierce Ferry Road that we decided that this had to be "it." In one quick moment, the decision was made and the name was coined—MEADVIEW.

Then came the work. The engineering, the planning, the surveying, construction of roads, the construction of the first little sales office and the multitude of details that go together with preparing a new subdivision for market.

Labor Day of 1960, just a little over six years ago, we were open for business. And business we had, slow at first, but gaining momentum as it went along. Our dream was now beginning to take shape. By the spring of 1961 there was no doubt about it. We knew the project was a success. Since we had only purchased one of the four sections that existed in this area, we then exercised our options and purchased the balance of the property. This meant more engineering, more surveying, more road building, more and more details.

The four sections of property that comprise Meadview were the Northwestern corner of an 80,000 acre ranch. This corner of the ranch protruded into the Lake Mead National Recreation Area. And that is how it came to be that we own property inside the boundaries of the LMNRA. It had existed this way for many many years, but no one had taken the time or effort to research the area as extensively as we had.

By spring of 1961 we had constructed over 50 miles of graded roadway. As the project continued to grow, it required a water tank truck for the use of the people and the subdivision. We realigned and rebuilt seven miles of the Pierce Ferry Road making a better access to the subdivision. The officials of Mohave County cooperated with us and they widened another six miles of Pierce Ferry Road and subsequently paved the first six miles of Pierce Ferry Road from Highway 93 towards the Meadview subdivision. They have since now paved another six miles and have substantially improved the remaining 26 miles.

The power line from Highway 93 was brought in six miles, the later another 2-1/2 miles. We retained a geologist from Phoenix to perform a ground water study and analysis, and the determination was good. It was

Engineering and Planning Completed

The Engineering firm of Collar, Williams and White of Scottsdale, Arizona have completed all of the planning, engineering and surveying on the Meadview Terrace subdivision.

The planning of this subdivision was a difficult job, for in addition to the rolling terrain which had to be kept constantly in mind in the design, existing streets had to be merged into the new subdivision layout.

The design of Meadview Terrace has provided practically every lot with a beautiful view of the surrounding terrain, and still allows for a good traffic pattern and access for utilities.

Altogether, nearly 90 days were required in order to complete the subdivision plans, water plans, distribution system, street plans and other engineering and planning details.

proven that domestic water was available at depths that were economical and practical to develop.

We had known from the beginning that the Federal government had plans to develop a major landing on the upper basin of Lake Mead under their Mission 66 program. Just where and precisely when were the unknowns. When the impounding of water behind Glen Canyon Dam and the resultant lowering of the level of Lake Mead took place, we felt that it was time to pursue the matter further.

Then began a long series and conferences with officials of the National Park Service both at the local and National level. As a result, several meetings took place and studies were instigated to determine the most feasible location for a new landing. The results of these several years of work and co-operation between Rivcor and the National Park Service are represented by the new road to South Cove.

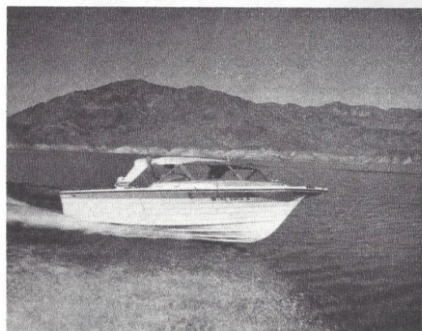
South Cove was selected as the most logical access point for several reasons. It allowed the use of the Pierce Ferry Rd., which had been built in 1941 and it provided access to Lake Mead at a point that would be constantly usable, regardless of Lake level.

In the interim, while the planning of the new access route was underway, Paul and I moved our families to the Colorado River area south of Bullhead City and became actively engaged in a development known as Colorado Riviera. In the two years since we moved to that area, we have been better able to keep tabs on the Meadview development, because of the closer proximity. The two years that we have lived at the Riviera were indeed well spent. We are not novices at community development, but notwithstanding, we learned a lot. We have had the pleasure and the honor of seeing hundreds of families move into a community that we have developed. Our policy of always doing a little more than we have promised has made us one of the largest development firms in Arizona today.

This same policy will continue to guide our development moves at Meadview. We know that all Meadview property owners will be pleased at the progress that has taken place in the last couple of years and the extensive amount of improvements that we have made in the past 3 months. Other stories in this issue of the Meadview Monitor describe these improvements in great detail.

It is hard to imagine that in the beginning, many Meadview property owners purchased a full one acre lot for as little as \$595.00. It is true that these properties did not have utilities furnished to them, but the developments that we are adding today will surely in time be expanded to these other areas as the economic conditions warrant.

Many of our earlier Meadview purchasers have already sold their lots at profit. Certainly many more will do so in the future. Others will be developing their properties now that the lake access is assured for all time. We hope that we can be of assistance to all of our property owners in making Meadview a community that we can all be proud of.



STILL ONE OF THE MOST POPULAR PASTIMES ON THE LAKE. JUST PLAIN CRUISING AND LOAFING IS GOOD 365 DAYS OF THE YEAR.

Who Knows More Than Young 'uns?

By TOM BERRY



John was very excited as he netted the 3-1/4 pound bass, the seventh catch for the day for him and me with only three. We had been fishing hard for about two hours and were getting a bit tired. I suggested that we beach the boat and take a short afternoon nap on the shore. We found a nice shaded spot with a small sandy beach just below Iceberg Canyon that was perfect. As we stretched out on the sand John said, "Dad

do you know the story of Hoover Dam and Lake Mead? We have studied it in school and it is very interesting." Naturally, I had to tell him that I didn't study about Hoover Dam when I went to school. Besides my main interest in the lake is the wonderful fishing and boating it offers, with 115 miles of water backed up the Colorado River from Hoover Dam. Water that has been backed into gorges and canyons with walls of purple, red, blue and yellow, all colors with each different angle of sunlight, spread over giant basins to form the world's largest man made lake.

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Needless to say, when a boy of 15 knows something that his Dad doesn't know and his Dad has to admit that he doesn't know, it is hard to keep him quiet. Especially when you're trying to take a nap and more especially since he was ahead of me in number of fish caught, not to mention size. John began with something about the fertile irrigation lands of California's Imperial Valley being flooded and pressures being brought to bear to control the mighty Colorado River. I can't remember the details as I was trying to doze and pretend to be listening at the same time. Then he began on the surveys that had to be made to determine just where the best place was to locate the dam, and this turned out to be in Black Canyon, just below Las Vegas wash. After letting him rattle on, I begin to realize I was not going to get my nap anyway, so I might just as well listen and try to learn something. Anyway it was beginning to get interesting.

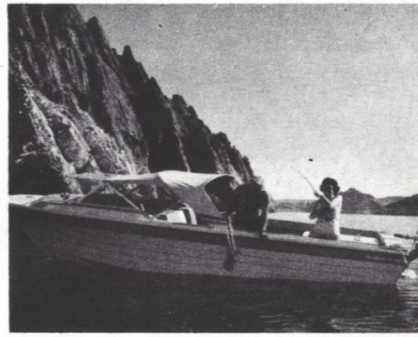
According to John, the dam was needed very badly. During the spring runoff the river flooded the lowlands and inundated farm lands, destroyed crops and raised havoc in general. Then during the dry summer when irrigation water was needed, the river flow slowed to a small and insufficient amount of water. The dam would serve a number of purposes. First, it would control the flow of the river during the flooding season. Second, it would form a storage basin for the badly needed irrigation water which could be held back and used when the river was normally low. Third, it would serve as a vital metropolitan water supply for the growing cities of Southern California. And fourth, but not least it would create a national playground for all to enjoy.

After several years of delays because the states involved could not agree on just how the water should be used and who would get what share, an agreement was finally reached and approved by Congress. Specifications were then drawn and the Bureau of Reclamation let the contract to the Six Companies Corporation to build the dam and power plant. Before the dam could begin, the river water had to be diverted through tunnels of solid rock which were lined with steel plating. Earthen dams were used to divert the water from the river bed into the tubes. After all this effort the concrete work could begin. This took two years to complete before the lake could begin to fill. At total capacity Lake Mead holds a staggering 29,827,000 acre feet of water with a maximum depth of 589 feet and 550 miles of shoreline with a surface area of 255 square miles. The lake elevation when full is 1221 feet. "And Dad", John asked, "Did you know that Lake Mead will hold two full years flow of Colorado River water?" "No", I mumbled and then finally dozed off in the shade.

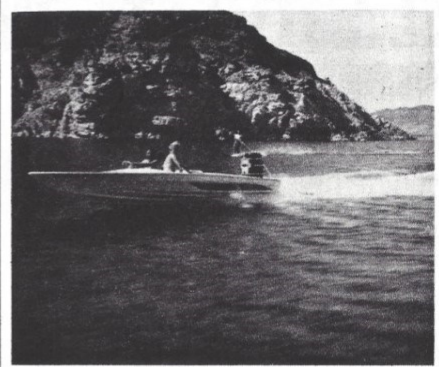
Too soon John was shaking me and saying it was time to go. Besides he was wanting to fish some more before Mother had supper ready. We both knew that we were in for it if we were late, for in addition to Mae, my wife, there would also be the girls, Kay and Susan to contend with. Since we moved to Meadview they have been very strict with John and me as to what time we must be home from our fishing and hunting trips. They are not concerned about the boating trips, as they always go with us and they really enjoy the beauty of the lake and the bigness of the country.

On the way back to South Cove Landing, we stopped a couple of times to do some plugging and this time I caught the fish, two nice bass, both over 3 pounds, so all in all I had a fair day. John had succeed in educating me and I had almost matched him at fishing.

See you next month neighbors, and I'll be telling you all about some of the real nice folks visiting us here.



OCTOBER FISHING IN THE UPPER BASIN OF LAKE MEAD HAS JUST BEEN TERRIFIC. THE WINTER MONTHS AT LAKE MEAD ARE GENERALLY CONSIDERED THE BEST TIME OF THE YEAR TO GO AFTER THOSE "LUNKERS".



THE SKIING SEASON IS NEARLY OVER FOR THIS YEAR AT LAKE MEAD BUT A FEW OF THE MORE ROBUST ARE STILL GIVING IT A GO.

hours
monday thru friday 8 - 8
saturday and sunday 7 - 10

meadview marina

SNACK BAR



shaded patio

breakfast

luncheon

dinner

sandwiches

soft drinks

beer

"stop in and chat"

ELABORATE WATER SYSTEM COMPLETED

Quality and Quantity Assured

Plans for the development of Meadview Terrace and for bringing utilities to the Meadview area have been underway for several years. The planning on this program was intensified a little over a year ago, immediately after the letting of the contract for the construction of the South Cove Road.

Before the development plans could move forward with absolute assurance, the first basic requirement had to be solidified. That requirement was water. No community can grow and prosper without an adequate supply of potable domestic water.

Where was the most logical site for this source of water? After extensive investigations, it was determined that the Northwest corner of Unit 2 provided the best chance of producing the maximum amount of domestic water.

Thompson Drilling Co. of Las Vegas, Nevada was retained for the job of drilling the first Meadview well. Preliminary predictions based on other wells in the area and geological formations indicated that the first strata might reasonably be expected at around 450 feet, but as anyone who has been involved with wells know, nature has a funny way of changing all of the odds.

Drilling was commenced, and day after day, steady progress was made. 100, 200, 300, and finally 400 feet were reached. And then on a Friday afternoon at quitting time the recorded depth was 447 feet.

Drilling a well is something akin to shooting craps at Las Vegas. You never know what the dice will show until your number is up; and in the case of well drilling, you never know what you have until water is reached.

From here on it was going to be interesting and curiosity and apprehension would mount daily. Drilling started again on the following Monday morning, and unbelievable as it may seem, water was struck at precisely 450 feet—only 3 feet deeper than where the drillers had quit the previous Friday night. To say that the Rivor personnel were overjoyed was to make the understatement of the year. A quick consultation was made with the driller and it was immediately decided to continue on thru the water bearing strata to take maximum advantage of all of the available water at the site. The well was drilled to a total depth of 600 feet, before it was felt that all available water supply had been tapped.

OK, we had the water, but how much; and was it suitable for domestic purposes? Sure, it tasted good, but that isn't the whole story. There are many impurities in water that can not be readily tasted but which are not approved for public domestic water supplies.

Then the testing began. Pump, purge, shut down and until the well had been "brought in." We had a reading as to "how much" and it was plenty. More than enough for Meadview Terrace and future developments as well. Besides this, we knew that adjoining wells could be drilled in the immediate area to double, triple or even quadruple this supply. Now, the last question still remained. Was it suitable for public consumption? Samples were taken and submitted to the Arizona State Health Department for analysis. After ten days of anxious waiting the work came back. The water supply was approved.

Now we knew we were in business. We had water for now and for the future and it was green lights all the way. Because the location of the well was at a lower point in the development than the proposed subdivision of Meadview Terrace, we knew that it would be necessary to pump uphill to an elevated storage tank which would serve the Meadview Terrace subdivision. A preliminary design had been considered prior to the drilling of the well, but now it had to be finalized.

Nearly a mile of feeder pipe line from the well to the storage tank was laid. A 50,000 gallon steel storage tank was fabricated and erected on the high point in the subdivision, together with a 1500 gallon pressure tank. A submersible pump was installed at the well itself and the electric panels providing for fully automatic pumping were installed at both the pressure tank and storage tank location and the well.

The water level in the storage tank is maintained within 20 inches of full at all times by means of electrodes which automatically actuate the pump some 4500 feet away. This means that there is constant storage in the Meadview water system in the event of any power failure.

As a further precaution, the entire Meadview water system will function on a gravity basis, automatically bypassing the pressure unit in the event of the trouble. The basic water system is probably three times as large as what would actually be required for only the 402 lots involved in Meadview Terrace. It is anticipated, however, that this system will serve a far larger area than Meadview Terrace alone.

Now we had the water and we had it stored, but we still must get it to the developed properties themselves. The distribution system was designed and the pipe was ordered. Already over 2 miles of 6" and 4" transite water mains have been installed. Another three miles of pipe line will be installed in the balance of the Meadview properties as service connections requests are made.

All lots in the central development area of Meadview Terrace have water mains already in and installed. The Utility company serving water to this area is the Joshua Valley Utility Co., Box 237, Bullhead City, Arizona.

Meadview Terrace residents can be assured that the water system serving them is the finest that can be found in any development today.



RIVCOR PRESIDENT, FRANK GLINDMEIER, SAMPLES WATER FROM THE NEW MEADVIEW WELL.



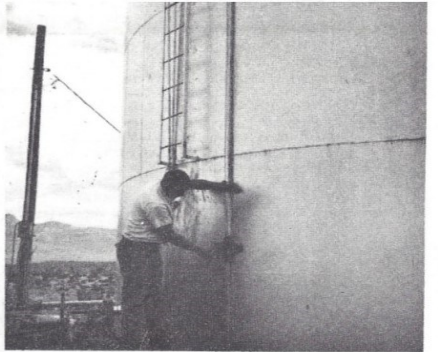
AND THE INSTALLATION.



NEXT COMES THE TRENCHING FOR THE WATER MAINS.



THEN THE SERVICE CONNECTION CROSSINGS.



AND FINALLY, THE HUGE 50,000 GALLON STORAGE TANK THAT SUPPLIES THE ENTIRE MEADVIEW TERRACE WATER SYSTEM.

The Overall Meadview Concept Why We Are Doing What We Are Today

By PAUL MULLANE

I have been asked many times by a lot of very astute people as to why we are proceeding on our present course of development at Meadview.

On most new developments, caution is the byword. Improvements are made slowly at first, then a test is made in order to determine the public acceptance of the project before extensive development and marketing plans are finalized. We've been told that we're doing everything backwards here, by putting in all of the facilities and development first.

Well, that is our way, Rivor way. We have never promised anything that we did not deliver, and usually we have always done more than promised. What we really prefer to do is to promise nothing but have it already constructed so that we can tell about it in a past tense. Then there can be no misunderstanding.

As to why we are proceeding so rapidly and on such a large scale, without the normal "pre-testing" of the development, I can only say that people should remember that Meadview is not new to us. We have been actively engaged in the development of this community for six years and while the full development phase is just now beginning, we know what the people think of the Meadview area. They love it.

There is absolutely no doubt in our mind as to the success of the Meadview development. That is why we are making total commitment at this time. There are numerous and varied ways that the Meadview Terrace development could have been started with far less capital outlay, and probably the project would be successful in time, but why go through the trials and growth periods of a slow developing area when the job can be done right in the first place.

I don't believe that anyone can contest the fact that the Colorado Riviera is probably the most successful resort and retirement community in the entire Colorado River area. The success of that development was no accident. It developed and prospered because of our development policies as outlined above, and because of the thousands of man hours of just plain hard work and sweat that went into it. Communities don't build themselves, no more than any business succeeds by

itself. It takes a lot of hard work, a little luck and the help and co-operation of many. And of course, you have got to have a product that the people sincerely want and need.

This is Meadview. A product like no other available today. A product like no other available tomorrow either. A product that we are proud to have our company name and personal names affiliated with.

The Meadview Terrace subdivision is but the first pilot subdivision of an overall large planned community. Cities are not built over night, that is cities with people, and that's the kind of community we are talking about. Not ghost cities, with miles and miles of empty streets and no homes or people, but an honest to goodness resort community with hundreds at first, then thousands of permanent and weekend residents who have decided to make Meadview their home.

In the years to come, we are sure that the sound judgment and overall long term planning that has gone into the Meadview Terrace development will benefit the entire community. In the years to come, we will be glad that we are doing what we are today.

WATCH NEXT MONTH'S MONITOR FOR INFORMATION ON THE GIANT MEADVIEW FISHING CONTEST

Lady Bird Dedicates New Colorado River Dam

PAGE, Ariz., -Dedication of Glen Canyon Dam by Mrs. Lyndon B. Johnson climaxes 10 years of busy construction in this Colorado River land of sagebrush and brilliantly multi-colored sandstone.

Glen Canyon has reverberated with the whirr and clatter of machines since it was jolted ten years ago by the first explosion signaling the start of construction of this \$250 million dam and powerplant, a key feature of the Colorado River Storage Project.

Today, the canyon lies serenely and comparatively silent except for the hum of the huge hydroelectric generators and the sound of thousands of people who come to see this newest of Reclamation dams of the Colorado River and its sparkling clear sky-blue reservoir, Lake Powell.

V.E. Larson, Project Construction Engineer for the Bureau of Reclamation, made plans for welcoming the Nation's First Lady to Glen Canyon Dam, recalled highlights of construction.

Building of the dam began on October 15, 1956, when the President of the United States, by remote control from the White House in Washington, D. C., set off the first blast. This explosion dislodged a huge slab of rock above the location for the upper portal of the right diversion tunnel. From then on, the construction site was a beehive of activity as one milestone after another was recorded.

Bids for the prime contract were opened in the Bureau of Reclamation's temporary construction headquarters in Kanab, Utah, on April 11, 1957, and an award was subsequently made to Merritt-Chapman and Scott Corporation of New York City.

The Glen Canyon Bridge, to provide access to both sides of the river and to serve construction needs for the dam, was built by Kiewit-Judson Pacific Murphy.

The first steel for the arch span was placed on May 7, 1958, and the last steel beam went into place on August 6, 1958. Stretching 700 feet above the river, it is the world's highest steel arch bridge. The bridge was dedicated on February 20, 1959.

In November 1958, sufficient office space and residences were completed in the new town, Page, Ariz., and Reclamation headquarters were transferred from Kanab.

The Colorado River was sidetracked around the dam site through the right diversion tunnel on February 11, 1959.

Construction highlights followed in quick succession. The first bucket of concrete was placed in the dam on June 17, 1960; the first millionth cubic yard of concrete on May 8, 1961, the second millionth on November 17, 1961, the third millionth on May 15, 1962 and the fourth millionth of November 19, 1962.

The high pressure gates in the left diversion tunnel were partially closed on March 13, 1963, to begin impoundment of water in Lake Powell. The rising reservoir behind the dam broke through the upper cofferdam on April 18, 1963, and water backed up against the concrete Glen Canyon Dam.

Glen Canyon Dam was topped out on September 13, 1963, for a total of nearly five million cubic yards, as L. F. Wylie, Project Construction Engineer who retired from Federal service three years ago, placed the last bucket of mass concrete. Since then, during the closing days of construction, completion of the powerplant and finishing touches to the dam and powerhouse have been underway.

The Glen Canyon powerplant began operation when its first unit went on the line September 4, 1964. The last unit went into operation February 28, 1966.

Dedication of the Dam on September 22, 1966, by

Mrs. Johnson was the last major milestone in the series of events which began 10 years ago.

Mr. Larson pointed out that Glen Canyon Dam is the biggest - and the most important dam in the Colorado River Storage Project. The concrete arch dam stores water in its reservoir, Lake Powell, to meet downstream commitments and thereby assure water diversion for Federal Reclamation Projects throughout the Upper Colorado River Basin. Controlled releases of water through the giant turbines generate great amounts of hydroelectric power, which is then used by cities and industries in the Intermountain west. Revenue from Colorado River Storage Project power not only repays the most of the Glen Canyon development, but also helps pay for many Federal Reclamation projects in the Upper Colorado River Basin. These water projects, which irrigate land and supply municipal and industrial water and other benefits, are called participating projects.

Lake Powell, with a capacity of 27 million acre-feet, has already become one of the West's most popular recreational reservoir. The Glen Canyon National Recreation Area, which surrounds the dam and reservoir, was visited by nearly one-third million people during the past year. Approximately the same number viewed Glen Canyon Dam from the bridge. The number of visitors to the area and the dam is expected to reach the million-a-year mark within a few years.

"The Bureau of Reclamation's Colorado River Storage Project is one of the most far-reaching examples of nationwide water development programs in the United States," Mr. Larson said.

Since the project was authorized in 1956, three major storage dams, including Glen Canyon, have been completed. The others are the Flaming Gorge Dam on the Green River in northern Utah and Navajo Dam on the San Juan River in northwestern New Mexico. Two of the three dams on the Curecanti Unit on the Gunnison River in western Colorado River are now under construction.

We're Having A

A Pre-Opening Celebration



Y' ALL COME!

COMPLIMENTARY

STEAK FRY

Saturday, November 26th - 7 p.m.

Under the Stars...overlooking Lake Mead

T-BONE STEAKS - Charcoal Broiled

BEANS—SALAD—BREAD—COFFEE

Here's who's invited...

DOCTORS
LAWYERS
INDIAN CHIEFS (and Indians)
COMPANY PRESIDENTS
BANK PRESIDENTS
ANY PRESIDENTS
VICE PRESIDENTS (1st, 2nd, etc.)
WIVES
BARTENDERS
GROCERY CLERKS

FREE LOADERS
HUNTERS
FISHERMEN
BOATERS
ROCK HOUNDS
BOTTLE COLLECTORS (any kind)
GAMBLERS
GIRL FRIENDS
BIG SHOTS
LITTLE SHOTS

COWBOYS
COWGIRLS
JANITORS
SCHOOL TEACHERS
POLITICIANS
BUS DRIVERS
CRAP SHOOTERS
MOTHERS-IN-LAW
TEST SITE WORKERS
MAYORS

SECRETARIES (personal & otherwise)
HOTEL OWNERS
GOLFERS
WATER SKIERS
POLICEMEN
TV PERSONALITIES
GOLD DIGGERS
NEXT DOOR NEIGHBORS
BARBERS
CAB DRIVERS

...and especially YOU!

C'mon up and get acquainted