

TUDOR

NEWSLETTER

SPRING 1978

CARACAS TRIP

On Monday, March 6, 1978, Louis Riggs and Roberto Iniguez departed for Caracas on Pan American Flight 515 to attend a PBTB Board of Control Meeting. This flight leaves San Francisco at 7:30 p.m. and arrives in Caracas at 11:30 p.m. (no guarantee) with 2-hour layovers in Los Angeles and Guatemala. The trip as far as Guatemala proceeded without incident. Our travellers arrived in Guatemala at 4:00 p.m. local time with departure set for 6:00. At 6:00 they were told that the flight would be delayed one hour because of maintenance problems. At 6:45 p.m., they were told the maintenance crew was unable to fix the plane, but that luckily Pan Am had a "spare" 747 available to take the passengers to Caracas. It seemed rather strange that a spare 747 was available in Guatemala, until they found out that about every Monday a 747 comes to Guatemala, breaks down, and departs sometime the next day. (If anybody plans to go from San Francisco to Caracas in the future, they should think twice about going on Mondays.) Our intrepid travellers finally arrived at their Caracas hotel at 3:00 a.m. Tuesday with the prospect of a full day of meetings ahead of them.

While in Caracas, Louis and Roberto were able to visit with all the Tudorites stationed in Caracas and deliver goods requested, such as tennis balls for the Cornejos; tennis racket and rare spices for the Muellers; and instant soups, deodorant, rare spices and cigarette holders for the Alberts. It was discovered that the Alberts have acquired some roommates in their Caracas apartment, two cats, a female called La Nina and a male called "Metro". All Tudorites are well and "enjoying" their stay in Caracas, but are looking forward to their return to the Bay Area.

Jim Albert socializing with his wife Jeannette and Bergit Mueller



Left to right: Jim Albert, Heinz Mueller and Miguel Cornejo



BOISE BASKETBALL

Since Tudor-Boise doesn't have a trophy cabinet in the front office, the top-caliber basketball team had to take a dive in their only tournament game. After completing a flawless 11-0 regular season, highlighted by the superb ballhandling ability of Ted Purcell, the guys decided to spend their Thursday nights drinking beer instead of exhausting themselves on the court and then drinking beer. The coach, Kim Gates, reports that the season was also a success in that no serious injuries befell any player. Purcell did get a nasty sprain slipping on a rollerskate while trying to sneak in the house after one postgame warm-up, however. Fortunately for Ted's self-esteem, the season ended before he had to be placed on waivers.

During the regular season, Ted was joined by the "Dauntless Dozen", who included Kim Gates, Roger Mason, David Milan, David Maffey, Robert Mayers, Gary Ames, Loyal Sayles, Sabin Landaluce, Adrain Moody, Henry Mott, Ted Purcell and Richard Orton (not pictured).



TUDOR EXPANDING

On May 1, 1978, Tudor expanded its northwest operations by merging the firm of James W. Grow & Associates with Tudor Engineering Company. The primary activity of the Grow organization, established in 1946, has been in land development work, municipal engineering, and surveying. Offices are in Lewiston, Idaho and Kennewick, Washington.

We would like to welcome aboard the members of this firm who became Tudor employees on May 1: In the Lewiston office - James W. Grow, Jr., Dale Bowers, William Ward, Ray Goffinet, Larry Gray, Trevis Green, Donald Light, Rodney Medley, Harry Reed, Kraig Stevenson, and Charles Summer; and in the Kennewick office - Robert Grow, Larry Evans, Joan Keenan, Tom Primus, Tom Wessels, and Thomas Grow.

BOISE UPDATE

The Boise sanitary crew have been busy in several directions since our last report.

Bob Stannard has been trekking between Boise and Thayne, Wyoming, keeping track of the contractor performing TV inspection of sewer lines. Bob Mayers has been putting together plans and specs for three separate contracts - well, distribution system, and storage reservoir - for Desert View Estates. Bob has also been putting together plans and specs for a water treatment facility in Deaver, Wyoming, in support of the Riverton office. Dave Milan, between bouts with the rewind spring from Bob Mayer's lawnmower, has been busy with flow monitoring and an engineering report for Dairymen's Creamery in Caldwell, Idaho. Dave has also been handling flow monitoring activities for the West Boise Sewer District, which he has recently turned over to our new lab technician, Steve Manis. Dave will also be spending time inspecting the construction of a water supply, storage and distribution project near Preston in southeast Idaho. Tom Axthelm, from the Riverton office, was handling those chores, but he had to return to assume inspection duties in Granger, Wyoming. This group is also attempting to put together plans of study for EPA wastewater collection and treatment projects in the communities of Melba and Kuna, Idaho.

Les Ankenman and his chief lieutenant, Bob Beal, have been busily chipping away at our backlog of land development projects. Bob recently moved to Lewiston, Idaho, to help with the new Lewiston-Orchards Sewer Project. For some reason Les has been spending a lot of time in Carey, Idaho, lately. Could he be hiding from the steady stream of developers that want their projects completed yesterday that they bring in today? George Lostra has been settling into Bob's desk and is doing a fine job picking up the utility design on subdivision projects. We also look to George to take on some structural projects in his spare time.

Paul Kunz and Brian Grant have been quietly finishing up their Flood Insurance Study and recently began putting together the proposal for another similar study for which Tudor has been selected. Paul calculates and Brian writes - what a team. In their spare time, Paul and Brian have been doing storm drainage studies for subdivisions, irrigation diversion designs, and hydraulic work for the passage of a 3000 cfs flood around a shopping center site in the middle of the Crane Creek floodplain.

The West Boise Sewer District project continues to roll along. Construction of the final three of nine projects is proceeding on schedule. Trench paving is expected to be completed very shortly on the three projects begun last summer. Paving operations have been shut down since last fall by a combination of cold weather and other difficulties. Inspectors Dave Torgeson, Phil Matthews, Henry Mott and Sadine Landaluce have been doing an excellent job under somewhat trying conditions. Neal Eager and Torg have been performing double duty, in that they are also watching office and field inspection duties while undertaking responsibility for compaction testing. Frank Paden has been taking care of "record drawings", connection fees and user charges for the Sewer District, and inspecting

house connections. All in all, nine projects in one year and nine months, entailing the installation of 45 miles of sewer lines with a minimum disruption of traffic through predominately residential areas is not too bad. All seem to be looking forward to some well earned vacations.

Randy Witt's fishing season is beginning, and he is looking forward to squiring Curt Cowdy around Owyhee Reservoir in his new \$10,000 bass boat. Roger Mason is looking forward to the racing season and blowing the carbon out of his super-6. Donna Nelson is interrupting her theatrical career (in Idaho City) to finish her home in that mountain mining town. Bob Mann has been helping his wife sell barbecues and Al Barrio has become a most talented cartoonist.

The secretarial staff of Mildred Richards, Collette Godfrey, Barbara Iverson and Janet Hale have been cheerfully holding up their end of the operation. Barbara has recently returned from major surgery and is in fine health and disposition.

Don Payne continues to fool with some sort of computer in the back room. Survey party chiefs Kim Gates, Adrian Moody and Gary Ames, along with their faithful crews, approach Don's room occasionally for some after hours relaxation. All in all, the Boise office functions in a very relaxed and efficient manner.

WYOMING PROJECTS

Our greatest single Wyoming project is located in one of Wyoming's smallest towns - Granger (population 240). Granger is located about 20 miles west of Green River at the confluence of the Hamens Fork and Black Fork of the Green River. Last summer, both of these streams dried up, and so did the town's water supply. Tudor had been engaged by the town, just prior to this disaster, to investigate the possibility of restoring an old railroad water tower for community use. But, with no water to store, the project scope changed dramatically. Area groundwater is minimal and highly mineralized and the nearest surface water is the Green River some 20 miles distant.

Today, a 500,000 gallon water reservoir is being constructed and a new distribution system and supply line will be under contract soon. This accomplishment has required many hours of "people engineering", in addition to "fast track" design and construction.

Ted Purcell and Rick Orton assisted the town in negotiations with FMC-Westvaco - a soda ash mining operation - to acquire the right to pump water through their pipeline for the first 11 miles.

Jim Potter accompanied the Mayor, Robert Kloss, on a "shopping tour" for federal and state assistance. This included several trips to Cheyenne and Denver, and eventually to Washington, D.C. The result, after long hours with state and national legislative delegations and agency officials was \$960,000 in grants, representing 100% of project costs. The end of this story is just the beginning for both the town of Granger and Tudor, as Town Engineer. Assured of adequate water for the first time,

TUDOR ANNUAL MEETING

After approval of By-Law changes at their annual meeting in May, increasing the number of directors from 5 to 7, the stockholders of Tudor Engineering Company elected directors for the coming year. Joining the regulars are Keith Bull and Doug Mansfield. Keith joined Tudor in 1962 and, after a broad range of project engineer roles, including a stint with PB/TB on BART, moved to Seattle in 1971 to understudy Bob Janopaul. He became a vice president and manager of the Seattle office in 1973.



Doug also has long service with Tudor starting in 1964. He advanced through various project engineer assignments and in 1970 moved to Honolulu to become manager of the Tudor office. Due to the higher need in staffing at the PB/TB, now PB/T, office in Atlanta for the MARTA project, Doug moved to Atlanta in 1973 where he is now Manager of Engineering. He was chosen a vice president in 1977.



Following the stockholders' meeting, the directors met to choose officers. In addition to the current officers, the directors chose Oral Conyers as a vice president. Oral, starting with the Company in 1953 as resident engineer on the Umatilla Bridge, has lived in Bremerton, Lisbon, San Diego, Tacoma, and Atlanta, in addition to the Bay Area, overseeing Tudor designs under construction. He is now Manager of Construction for PB/T in Atlanta.



MANCHESTER FUEL PIER

Puget Sound has been the site of U.S. Navy activities for nearly a century. The Bremerton Naval Shipyard, the Keyport Torpedo Range, and now the Trident Submarine Base, all take advantage of the sheltered deep water which the sound offers.

Fuel for many of the ships is stored and dispensed from a centralized depot at Manchester, about 5 miles east of Bremerton. Customers at this Navy gas station include aircraft carriers, Coast Guard cutters and icebreakers, and fleet oilers. The largest of these to use the facility is the USS Sacramento which displaces 53,000 tons and is 800 feet long. The problem is that the usable length of the existing pier is less than 600 feet.

The U.S. Navy Facilities Engineering Command (NAVFACENGCOM) Western Division (WESTDIV), located at San Bruno, California, engaged Tudor's Seattle office to perform the preliminary engineering for additions to the pier. Joe Hofbeck, project engineer responsible for the 30 percent design submitted developed a layout providing for two new mooring dolphins. One of these will be located 210 feet beyond the outboard end of the existing pier; the other will be at the shoreward end of the pier, to provide additional mooring points for bow lines. The outboard dolphin is to be built in 63 feet of water and to resist mooring forces of up to 130,000 pounds. The recommended design uses 36-inch diameter steel pipe piles, driven at a 1 to 6 batter and filled with gravel to increase the uplift resistance.

Modifications are also contemplated to the electrical system, the design of which was entrusted to Valentine, Fisher and Tomlinson. Estimated construction cost for the total project is \$635,000. Authorization from the Navy to proceed with preparation of contract plans and specifications is expected later this year.

SAN FRANCISCO FLOOD STUDIES

Tudor-San Francisco continues to simulate the inundation of the Western countryside with catastrophic floods. Primary "victim" areas are Contra Costa and San Mateo Counties in California, and the Reno and Ely areas in Nevada. Client is the U.S. Department of Housing and Urban Development. The initial contract was signed in September 1976 and, with several scope additions since then, is scheduled to finish in mid-1979. The San Mateo County study started in March 1978 and will be completed towards the end of 1979.

The project is managed by Rainer Rungaldier and Dave Church; the current full-time staff consists of Ilhami Karaca, Candy King, Tony Lea, Don Scapuzzi, Chuck Spinks, Lemma Wendim-Agegnehu, Sunil Yadav and Don Yamagishi; with part-time assistance from Wu Chieh Chen and Stephen Wong. Occasionally, when red tape disease threatens to develop, Bob Janopaul helps out with a judicious cut here and there.

IT'S A BIRD! IT'S A PLANE! NO, IT'S ...

... fred estep



In January of 1965, Fred Estep started into a complete new business and life style, completely disassociated from the quiet life of a cattle rancher in the Central Valley of California.

On the 3rd of January 1965 Fred started his career with Tudor Engineering Company as an inspector on the Exchequer Dam Project, a short distance from his home in Snelling, California. Since that day in 1965, which was highlighted by Fred's being stranded at the job by flood waters with no work taking place and a frantic wife at home, downstream of the dam, worrying about the fate of the family herd, his travels with Tudor have taken him virtually around the United States.

The first stop, in late 1966, one day after the birth of son number two, was Berkeley, California and a 3½-year stint on PBTB's construction management staff. In mid-1970, the call to move on came again; this time the Estep family, which had increased to include daughter Tami, moved to Bellevue, Washington where Fred enrolled at the University of Washington. In 1972 he received Bachelor of Science degrees in Civil Engineering and Industrial Engineering, to go along with a previously received Bachelors degree in Agriculture. Fred then became involved with construction management on the Bayside Drive and Tacoma Spur projects in Tacoma, Washington.

In 1976, with completion of the construction work in Tacoma, the call to wander again was facing the Estep family; added this time was their faithful dog, "Clutz". This move took the family across the United States to Atlanta and the PB/T construction management staff. Ironically, Fred, while working in Berkeley, was assigned to the BART Ashby Station, and in Atlanta his assignment has been Resident Engineer on the MARTA Ashby Station.

This summer the family will be on the move again back to the West Coast, where Fred is to assume duties as Resident Engineer on the Rollins Power Project in Grass Valley.

Ken Heilig was born and raised in Minnesota and attended the University of Iowa. He came to California in 1962 and is currently a senior engineer in the San Francisco office. He is involved in industrial work and equipment consultation for several projects. Ken recently completed the report entitled "Redevelopment Plan for Public Works Facilities" in Green River, Wyoming. Prior to this, Ken did the conceptual work for BART, MARTA, and the Caracas transit yards and shops.

Ken has worked for Tudor since 1964. Prior to his employment here, he worked for the State

... ken heilig



... dave torgeson



Dave Torgeson was born in Salem, Oregon, some 33 years ago. He attended elementary and high schools in that fair city, and then moved on to bigger and better things at the University of Missouri - Rolla. A B.S. in Civil Engineering was bestowed on "Torg" in 1971. His

major interests were in the field of soil mechanics and engineering geology.

Torg and his wife, Glenda, have been married for 10 years. He insists this longevity is due to his licentious and wanton behavior. To a lesser degree, it is also due to his well preserved physical appearance, despite the fact that Torg's head is rather large for his size.

No story of Torg would be complete without mention of his cats - Boris & Natasha & Pywacket - all Siamese. Pywacket thinks he is an Ozark mountain lion. He ventured across the vast plain from Rolla to Boise in 1971 and has never recovered from the experience.

Torg came to Tudor in January of 1976 from "that other firm in Boise". His chief interests, outside of work, of course, include skiing, fooling around with his Land Rover, listening to the stereo, idleness, and watching his wife Glenda, the Idaho State Amateur belly-dancing champion for 1977 and 1978, dance. Torg also wastes much of his valuable idle time as President of the Board of Directors of the Briarhill Homeowner's Association.

His main duties to date have been land development projects and design and field inspection for the West Boise Sewer District Project. Recently, Torg has taken on increased responsibility for promotional activities and is also representing Tudor as City Engineer for Melba, Idaho.

Look fast. This may be the last and only picture of Torg wearing a suit. He claims to have borrowed it, under extreme duress, only to have this picture taken.

of California in the bridge department, and was also an engineer for the City of Berkeley.

Ken is the proud owner of a 36-foot Colombia sloop, and is obsessed with sailing. However, according to Captain Ken, he's the one who gives the orders. He has a crew of six girls who do most of the work. This crew consists of Debbie, his wife, and Ken's three daughters, plus a couple of Debbie's friends. Almost all of Ken's weekends are spent sailing, and come rain or shine, you can be sure to find Ken out on the water with his women.

Ken also enjoys carpentry and has made all the furniture in his house. In addition to this he owns a pottery wheel and kiln, and likes to make pottery for his office. Ken is also well known for his green thumb and keeps his office well stocked with flourishing plants.

developers are commencing work on a 150 unit mobile home park and a 150 unit housing development. Industry is also descending upon the community seeking development sites.

Tudor has now been retained by the town to prepare plans and specifications for a community sponsored Industrial Park, a town park, a new Wastewater Treatment Facility and a new City Hall and Fire Station.

EASTERN WASHINGTON CANOE TRIP

The Columbia River Irrigation Project of the Columbia Basin in Eastern Washington has created a rising water table producing many waterways and seep lakes. Along these waterways, 12 wilderness recreation areas have been created. Winchester Wasteway is one of these areas. It is a great canoeing, hunting and fishing area.

Joe and Dianne Hofbeck, Pete Paterson and Randy Radock, along with his Chesapeake Bay Retriever, spent a weekend canoeing 12 miles of the 22 mile Winchester not long ago. The Winchester Wasteway is not known as one of the white water marvels of the world, in fact when you canoe it, be sure to watch for indications of current to keep on the main stream for it threads a maze of sloughs and islands. Saturday morning found them downing breakfast at the takeoff point, then off for two days of great weather and fun.

Migrant and local waterfowl are abundant in this area along with pheasants and the ever present coyote.

Camp was set up after a portage around a 4' drop, and the afternoon was spent napping, and walking and sliding down the sand dunes.

After a fine dinner provided by the Hofbecks the group sat around the campfire listening to the coyotes howl. During the night they came in quite close.

Under a glorious sunrise, camp was struck, canoes were loaded, and the last leg of the journey began. This turned out most eventful, with Pete and Randy, in the heavier wooden canoe, having to go "over the side" several times to push and pull the canoe across shallow banks and backwater sloughs (remember Bogey in African Queen)!! To top it off, while trying to maneuver under a wire fence strung across the wasteway, the canoe overturned and both men and log found themselves in the water up to their woolen stocking caps. Memory is short, however, and by the end of the journey everyone agreed that a good time had been had by all.



REDWOOD VALLEY WATER PROJECT

Construction is again in full swing on the Redwood Valley project reports John Wurschmidt, Tudor's Resident Engineer on the project. This project consists of the complete development of a water supply system for Redwood Valley, a community near Ukiah. A unique feature of the project is that the water "system" actually consists of two pipeline systems, a domestic distribution and a separate irrigation distribution system. The construction started in September 1977 and all of the work is scheduled to be completed in March, 1979. A portion of the irrigation system will be opened in August of this year.

The system takes its water from Lake Mendocino and the water intake structure and pumping plant is a prominent part of the project. This work is well along and is pictured here. The large concrete cylinder which will house and support the pumps and equipment was constructed by the "caisson" method, having been sunk by excavating inside and allowing the structure to "sink" under its own weight till it reached its planned depth, about 60 feet below the lake surface. In the San Francisco office, assistance is provided to John in reviewing submittals and handling the reporting to the various government agencies who provide the funds. Don Moore and Ocie Williams handle the bulk of this work. The work is under the overall supervision of Bob Ganse.



LEWISTON UPDATE

On March 28, after three unsuccessful tries, the fourth bond issue finally passed for a \$3.85 million sewer collection system for the Central Orchards Sewer District in Lewiston. Steve Alters and his crew are staffing up to handle the project. Robert Beal just moved up from the Boise office and will be the Project Engineer with Henry Mott, also from the Boise office, slated to move to Lewiston in another couple of months.

Santa Water Project - Skeptical well drillers who predicted that we would never get the 30 gallons per minute we were looking for, were very surprised and pleased when a good stable aquifer was hit at 120' deep. Preliminary testing indicated that there may be as much as 750 gallons per minute, which is more than the entire area could use.

MIAMI RAPID TRANSIT

Since November 1977, Tudor-San Francisco has been under contract to provide consulting services related to the design of standard aerial guideway structures for the Miami Rapid Transit Project. Tudor's client is the Kaiser Transit Group, a joint venture, general engineering consultants for the Metropolitan Dade County Transportation Improvement Program.

The first phase of Tudor's work involved review of the client's preliminary design, the development of design criteria, and various cost optimization studies for design alternatives. The second phase work includes detail design of the standard aerial guideway superstructure and development of a system-wide structure geometry computer program similar to the ones Tudor developed for BART and MARTA.

In a referendum on March 7, 1978, the Dade County voters defeated an attempt to have the project stopped, by 50.54 against 49.46 percent of the vote.

Tudor's participation in the project was developed by Stan Froid who made original contacts as early as 1975 and was later assisted by Bob Ganse and Joe Sacco. Joe has been Tudor's resident engineer in Miami since November 1977, taking the brunt of the day-to-day front line action. In the San Francisco office, the project is managed by Rainer Rungaldier. Technical efforts have been contributed to date by Wu-Chieh Chen, Mike Goldberg, Ilhami Karaca, Paul Potter, Louis Riggs, Eva Spatenka and Hwa-Chuan Zien.

"DOLLIES OF THE FOLLIES"



This photo, acquired from the Riverton Ranger Newspaper indicates the off-time activities of Wyoming engineers. One of the "Dollies" shown above is a six year veteran of Tudor who has worked in three Tudor offices - Gerald(ine) Crews!

RECENT RECRUITS

... boise

Roger Drury is a hydraulic engineer in the Boise office. The past year he served as Resident Bridge Engineer for Alberta Transportation in Canada.

Richard Sturdy is a recent addition to Boise's survey crew. He hails from Colorado.

Dave Potter has joined the Boise office for the summer to assist in survey work.

George Lostra was formerly employed by Chronic & Associates, Boise, and brings much needed assistance in structures, utility design and land development.

Steve Manis has taken over the duties as Lab Technician of Tudor's Environmental Engineering Laboratories.

... kennewick

Rals Anderson recently joined the Kennewick office as a drafter.

Larry Gaddis rejoins Tudor Engineering Company after working with the Seattle office on the Bayside Drive project.

... lewiston

Steve Wendover and John Mikota are new surveyors in the Lewiston office in addition to two new drafters - Mike Denham and Mike Grow.

John Perry came on board as a new draftsman. He has worked for the past few years in drafting and architectural design.

... san francisco

Tony Lea joins Tudor as a hydraulic engineer and is currently working with Rainer's "chain gang" on the flood studies. He comes to us from Colorado.

... seattle

Debra Huschel recently joined the Seattle office as an engineering aide and will be working with them through the summer.

Harry Jasper is a new civil engineer.

... riverton

Donald L. Armstrong will be heading up our Riverton office. He was recently the Municipal Operations Supervisor for the State of Wyoming.

Tudor welcomes four new drafters: Jim Stephenson, Liz Metzke, Olen Snider and Victor Wire; and three new surveyors: Mike Morrin, Richard Gonser, and Rich Warren to the Riverton office.

CONGRATULATIONS TO ...

... Roger and Jil Mason of Boise who are the proud parents of a baby boy, Curtis John Mason born April 26.

... Sadine and Noni Landaluze of Boise who are the proud parents of a baby boy, Ric Sadine Landaluze, born April 24.

... Jerry and Darrolyn Crews on the birth of their son Jeremy.

The TUDOR NEWSLETTER is published by Tudor Engineering Company for the information and enjoyment of its employees, their families, and friends.

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TUDOR

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SUMMER 1978



SEATTLE WATERFRONT STREETCAR ("Tudorville Trolley")

Soon to join the Space Needle and Monorail as a Seattle tourist attraction will be a waterfront trolley car line designed by Tudor Engineering Company. The City of Seattle recently selected Tudor to prepare designs for track rehabilitation, electric power supply, maintenance facilities, and access for the handicapped. The City has already taken delivery on the two Melbourne, Australia streetcars which will run on a 1.3 mile segment of the Burlington Northern Railroad tracks on Alaskan Way. The trolley will serve an area of the waterfront which is of increasing interest to tourists.

The project will be under the direction of Keith Bull with Lin Wilson serving as project manager. Ken Heilig and Gary Weinstein will assist on maintenance, trackwork, and traffic engineering. Ken and Gary recently inspected and operated one of the cars at the Glenwood, Oregon Electric Railway Park.



LEWISTON HAPPENINGS

Tudor recently began work on a \$2,000,000 park being built by the U.S. Army Corps of Engineers. Silcott Island in the Snake River near Clarkston, Washington, will become Chief Timothy Park with such improvements as playgrounds, roads, swim beaches, boat docks, marinas and complete water, irrigation and sewage facilities. Tudor is responsible for all the site layout and grading work. The project is expected to be completed in about 12 months.

Work is well underway on the Central Orchards Sewer District project. Bob Beal, Project Engineer, has two new assistants, Nate Matasy, EIT from Richland, Washington on board August 1, and James Franck, P.E. from Concord, California, who reported on August 21. Construction of the first project will begin in late October or early November.

The Emerald Creek Bridge went under construction early in July and Robert Toothman is busy inspecting the 60 foot by 28 foot bridge construction project. The contractor plans to have the new structure open to traffic soon.

KENNEWICK EVENTS

Larry Gaddis, office manager for the Kennewick office, aided by his right hand men, Larry Evans and Bob Grow, is frantically trying to keep up with subdivision and land development, including the 140 lot Country Ridge Estates, the 160 acre Wallula subdivision, and a 110 unit condominium development on Clover Island.

Last month, Bob Grow, Larry Evans, Tom Wessels, Tom Grow and Tom Primus helped the Columbia Cup festivities by laying out the race course for the UNLIMITED HYDROPLANE RACES in the Tri-Cities, held July 30. The course was made up of buoys delineating a 2½ mile course in the Columbia River. There were 10 thunderboats participating including Miss Budweiser and the Atlas Van Lines.

RIVERTON REVELATIONS

Summertime found Riverton's crew involved in jobs throughout Wyoming and even into Colorado. A survey crew spent almost two months working north of Denver on a natural gas compressor station as a subconsultant to Stearns Roger Incorporated. Surveyors Mike Morrin and Ken Bracken saw all they wanted of South Cheyenne where the crew was based. John Larson, after helping with the gas plant job, moved on to Granger to relieve Tom Axthelm on inspection of the water system improvement.

PICNICKING TUDOR STYLE

... SAN FRANCISCO

In an attempt to avoid the heat that plagued the 1977 picnic, the San Francisco office this year journeyed down the San Francisco Peninsula to San Mateo for the annual affair. The effort was rewarded with a beautiful Bay Area day, clear, warm and with a little wind to keep the temperatures pleasant.

The turnout this year was over one hundred, the largest picnic in many memories. As was the case last year, much of the food was provided by the participants, everyone bringing a special salad or dessert to fill out the steak lunch. Lou Riggs graciously volunteered to take charge of the barbecue and did an admirable job of producing steaks done to everyone's satisfaction.

The post lunch activities were highlighted by an enthusiastically played softball game. Enthusiasm, however, was all that many players had, and the final score was known with certainty only to those who had brought pocket calculators with them. The best estimate was that Dave Alden's team had marched to a 37-14 victory after a 15-run sixth inning sent Bill Davis, opposing pitcher, limping to the sidelines.

All in all the picnic was an enjoyable experience for everyone and left them all anxiously awaiting next year's.



... SEATTLE

The weather, food and volleyball gods smiled on the annual Seattle picnic.

The event took place on Saturday, August 5, at the Radock's park-like property in Woodinville, 28 miles northeast of Seattle. The weather was exactly as one would have ordered, 80° with bright blue sky. The main course was alder-smoked salmon, cooked by Keith Bull in his Panama hat. By consensus, the quantity and quality was outstanding. Most of the picnickers followed the Tudor tradition and dutifully overate.

To use a few of the extra calories, games were set up for everyone. Volleyball was played with gusto. Pete "Spike" Paterson was named MVP, and exclaimed on Monday morning that he wanted a raise or to be traded.

Overall, it was a lot of fun. With the addition of several new employees in the past few months, it provided an excellent opportunity for new and old Tudor families to get acquainted.



RIVERTON

Friday nights this summer found Tom Axthelm trading his inspectors hard hat on the Granger water system improvement job for that of climbing ropes. Tom really enjoys the outdoors and spent most weekends in the Wind River Mountains in which he practically grew up.

These same climbing ropes and other paraphernalia were in order when Ted Purcell and Tom made an inspection of a 65 year old steel truss bridge in Granger. Surprisingly, the arid climate had been very easy on the structure and it was pronounced to be adequate for its load rating.

Mike Morrin, upon returning from a major survey for the Thayne waste water treatment plant, found 5 additions to the "family". Seems his wife Tracy decided that a goat would be something to grace their little farm. Well they were so cute that she took 5 of the little critters.

Don Armstrong, Riverton's new office manager has been on a camping trip ever since he joined Tudor on June 13, 1978. Don, unable to find an acceptable home in Riverton, bought a lot near town and took up residency in his pickup camper. Shortly, however, Don and his wife, Linda, will begin construction of their new home - a geodesic dome.

John Barnes, has joined the Tudor hydro-power group. John has spent several days in San Francisco learning the computer magic and paperwork shuffle that is associated with small scale power projects. John is a design engineer on the Wheatland REA project and is contributing a great deal to the marketing of these services in Wyoming.

Granger, Wyoming has kept a good number of the Riverton staff busy these past three months on the design and construction inspection of their water and park projects.

BOISE

Dave Toothman is recovering from his knee operation which had confined him to crutches for several weeks. The heavy cast came off in August just in time for some late summer fishing in Centerville.

Jim Potter has "returned to work", after a three month "vacation" in the Wyoming office. During his stint in Riverton, Potter assisted in: the reorganization of the office, business development, interviews and hiring of ten new staff members.

Frank Paden is still on medical leave as a result of his May 19 heart attack. Frank is doing very well and says he hopes to be back to work again soon. Local rumor, however, indicates that Frank doesn't miss the office nearly as much as he is missed. Neal Eagar, who is carrying on the West Boise Sewer District project has adopted a new motto. It reads: "Hurry back Frank".

Bob Mayers received his registration as Professional Engineer. Several have noticed his increased productivity and the brand new stamp - just waiting to be used. Congratulations Bob!

NEW FACES FOR

... san francisco



Bill Buckland the world traveler, has returned to grace the sixth floor of the San Francisco office. Bill is the coordinator of the Post Office Facility. Of the dozens of countries he visited in the last year, Bill's favorite was Nepal. Hobbies and interests?? Guess!!



Gordon Little has reunited with Tudor after four years in Sacramento, and has been helping Dave Willer with hydroelectric projects. Gordon enjoys fishing, and just returned from a fishing trip at Klamath near Eureka. Gordon has promised to bring his backgammon board to work to compete with the noon bridge and ping pong tournaments.



Richard Mayes is a 1976 graduate of University of Texas, who also has his Masters from the University of California, Berkeley. Richard came to Tudor after working with PMB. He will be working with Don Croft on MARTA Revisions, and also with Gary Weinstein on the Navy Crane Rail Fittings Project. His hobbies include baseball (he was a varsity outfielder at the University of Texas) and women. A Casanova has joined Tudor!

... seattle

Jack Bjork joined Tudor on June 26. He was previously employed with Jordan/Avent & Associates of Portland.



Harry Jasper joined Tudor on June 13. He has a wife, Terry and two children, Peter and Jermyn.



James Schroeder joined Tudor on June 26. Jim will be attending the University of Washington to study towards his Master's Degree. Jim has a wife Janet.



James Johnson joined Tudor on June 19 as a drafter. He graduated this past June from Green River Community College in Auburn, Wyoming.



Bill Bayne began work on August 7. He has a wife, Salli, and two children, Andrew and Michelle.



John Kraft joined the Seattle office on August 14. John has a wife, Nancy, and three sons, Carey, Charles and Tom.





A VISIT WITH RAUL MARTINEZ

Many of you have heard about Raul Martinez at one time or another in connection with our Expressway Construction Supervision Contract in Chile. We will take this opportunity to tell you a little more about Raul, his family and the work he has been doing in Chile.

Raul joined Tudor in February 1972 and three months later he departed for Santiago, Chile where he has lived during the past six years, except for short visits to the U.S. when on home-leave. Raul's family includes his wife Imelda and his three daughters Patricia Ana, Juliana and Maria Fernanda.

Raul went to Chile for the specific purpose of managing the construction supervision of one portion of the Santiago-San Antonio Expressway partially financed by a loan from the World Bank. In this capacity Raul was very successful in dealing with members of the local firm associated with Tudor, representatives of the client and lending agency, as well as the various contractors. Because of his ability to deal with people at different levels of capacity and category, he is very well liked in Chile. Raul and his family love Chile and would not mind staying in Chile for another extended period of time after the completion of the present contract on December 31, 1978.

Raul and his family recently spent some time in Texas from June 23 through July 20 where they went because of health problems with his younger daughter. They also visited Raul's relatives who live in El Paso.

SUMMER HOLIDAYS

Several members of the San Francisco office did some traveling during their summer vacations. Gail Hayashi flew to Puerto Rico to sightsee, lie in the sun and meet her future-in-laws. She returned rested, tan and with tales and movies of her "first encounter" with UFOs.

Tevis and Fran Thompson accompanied a group of 125 teenagers (graduating seniors) on a week's trip to Hawaii. With the Thompsons acting as the only advisors, they were really kept on their toes trying to outmaneuver the enterprising group. Fortunately, everything went smoothly after the first night when Fran and Tevis were awakened only four times to calm down the troops!

Barbara Cooper, Lou Rigg's assistant, flew to Chicago for her sister's wedding and a visit with her family. After one week in Chicago she flew to Washington, D.C. where she visited friends and toured the capitol. She returned very impressed with the Smithsonian and with at least 30 pictures of the Washington Monument!

Other members of our office have a different idea of how to spend their vacation (and their money)! Tom O'Neill and Jeannette Albert, Jim Albert's wife, took separate trips to the same vacation resort - U.C. Medical Center. We are grateful to say they have both returned with successful reports on their week's trips.

Meanwhile Don Guild decided to open a branch office at Marin General Hospital and eventually transferred to his home in Kentfield. He steadily worked on Tudor's hydro projects but has finally decided he doesn't like to work alone and we are happy to say has rejoined the San Francisco office. The operation was a success.

Louis and Pat Riggs took their whole family on vacation to Maui this summer. The group included their son, Jim Riggs, and daughter and son-in-law, Katherine and John Stimson. The Stimsons celebrated their first wedding anniversary in Hawaii with the family and, to keep up the tradition, they celebrated their fifth anniversary this trip. Louis and Pat's wedding anniversary occurs the same day as their daughter's so there was indeed much to celebrate on this excursion.

The vacation almost did not "get off the ground", however, when a bomb threat was received at the San Francisco airport concerning their flight. Everyone was evacuated from the plane and luggage was painstakingly checked, causing quite a delay. Finally, the flight was given the okay, and the Riggs' flew off to Maui for some fun in the sun.

LEWISTON CELEBRITIES

Draftsman Charlie Sumner has taken up a new hobby of "Piping". After about two years of learning and practice, he attended a two week workshop-training session in Coeur d'Alene, Idaho where he found out that he could play as well as the pros. Around Lewiston, one can usually find Charlie and company piping at most of the local celebrations and parades.



Surveyor Larry "Babe Ruth" Gray at bat for the Tudor-Grow sponsored baseball team. Larry can't remember if this was a shot of one of his home runs or not. Anyway, the team came in fourth in a 16 team City tournament. Not bad for the first year!



The TUDOR NEWSLETTER is published by Tudor Engineering Company for the information and enjoyment of its employees, their families, and friends.

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TUDOR

NEWSLETTER

FALL 1978

LOUIS RIGGS SENDS HIS THANKS

This issue of the NEWSLETTER provides an opportune occasion for me to express my thanks to each of you for your thoughts, well wishes and prayers during my recent and, thankfully, brief sojourn into the marvelous world of open heart surgery. To be walking unaided through the hospital corridors only two days after surgery seems miraculous. Pat's and my spirits were buoyed by the overwhelming flood of flowers, plants, cards, notes, books, phone calls and especially, the blood donations. Thank you all!

Have a happy Thanksgiving holiday and I'll be back in December.

WEST SEATTLE FREEWAY

An approximately 3-mile long, predominantly aerial, facility connects Interstate 5 with West Seattle, across the Alaskan Way viaduct and Harbor Island. Somewhat optimistically the facility is referred to as a freeway. Most of it, including a pair of 4-lane bascule bridges was built in the twenties. Concrete, steel, and timber are all represented in the structures.

Rehabilitation of the deteriorating structures, improvements to meet heavily increased vehicular and maritime traffic (it is the second most heavily traveled roadway in the State of Washington), elimination of frequent interruptions by marine activities, and, in general, updating to true freeway standards, have been considered and studied by the City of Seattle and its several consultants for many years.

Tudor Engineering Company, as a member of a consulting team, had just barely begun work on the design of the rehabilitation of the approach structures to the bascule bridges when, in June of this year, a freighter hit and severely damaged one of the bascule bridges. This added new possibilities to the many already considered, such as that of the much-needed widening of the navigable and very busy waterway, and that of replacing both bascule bridges by a less restrictive facility.

A report on eight possible alternatives was completed by the team in August. A draft EIS, reporting on altogether 19 alternatives, was submitted in early November. A notice to proceed with preliminary and detailed design for the selected alternative is expected within a few weeks.

Mike Harrington has been Project Manager and Francois Martin Project Engineer on Tudor's efforts - transportation engineering and geometric design. Bela Vadasz is phasing in to release Mike to other activities. Lin Wilson, Einer Handeland, Randy Radock, Rosemary George, Pat Romelfanger, and Jim Johnson have, among others, given Mike and Francois a hand at critical times.

COMPUTER ABILITIES ENHANCED

Through the month of September, a series of big, oddly-shaped boxes were delivered to the Tudor offices in Seattle, Boise and San Francisco. Within those boxes were the components of Hewlett-Packard's System 45. Tudor recently purchased 45's for each of the regional offices.

The System 45 is similar to the 9830's already in many of Tudor's offices, but provides many more capabilities. In addition to a larger memory and a tenfold increase in computing speed, the System 45 includes a cathode-ray tube (CRT) mounted above the computer keyboard. The CRT allows the previewing of results before printing and the graphical output of data.

Thus far, most of the computer users are still learning the System 45, exploring the way in which it can help provide new, sophisticated solutions to well-known problems. A major aid in the learning process has been the games tapes purchased from Hewlett-Packard. Many hours have been spent, both during lunch and after work, learning the machine in a competitive, fun environment. (The computer only plays a fair-to-good chess game and can be beat.)

PROJECT NEWS FROM BOISE

George Lostra and Ted Purcell have been busy overseeing the installation of an elevated tank in Desert View Estates, south of Boise. The tank formerly resided in the City of Meridian. After dropping part of it on Meridian's City Hall, the contractor moved it to its present location. Ted did some hair-pulling in his design efforts to make the fifty year old tank conform with modern building codes.

Dave Milan has finished inspection of an extensive water system at Fairview, Idaho. The crossroads community of Fairview is one mile north of the Utah border near the City of Logan, Utah. Dave reports that he has received a complete education concerning the relationship between water and the dairy industry.

Les Ankenman, Don Payne, Randy Witt, and Kim Gates continue in their team efforts to subdivide the world. The team has completed numerous residential subdivisions in southwest Idaho, laid out a few mobile home parks, and otherwise kept very busy.

The West Boise Sewer District, which has been a mainstay of the Boise operations for the past three years, has nearly wound-down. Sabin Landaluce, Donna Nelson, and Neal Eagar have been putting the finishing touches on the project. Trouble-shooting, final inspections and preparation of record drawings occupy most of their time.

HYDROELECTRIC DEVELOPMENT MOVES ONWARD

Tudor is continuing to become more involved in small hydroelectric projects. In the past few months alone, construction has begun on two of Tudor's first small hydro jobs (Rollins Project for the Nevada Irrigation District with Fred Estep as the Resident Engineer and Turlock Irrigation District's Drop No. 9). Tudor received awards from the first of hopefully many federal grant programs to aid small hydro development and both Dave Willer and Bob Janopaul became published authors on the subject of small hydro.

In San Francisco, Dave Willer continues to head an ever growing small hydro group. The activity now keeps several people busy full-time and is increasingly reliant on the specialized knowledge of others in the office. Currently, the San Francisco office is working on thirty potential sites in California and several others in Montana, Wyoming and Idaho. Two recently completed feasibility studies were carried out by Dave Alden; four plants for San Bernardino Valley Municipal Water District and three plants for Santa Clara Valley Water District. The San Francisco office is also providing small hydro support to the other Tudor offices.

In Seattle, Harry Hosey has developed several potential hydro projects in the State of Washington. Most notable among these projects are those for the South Columbia Irrigation District in Pasco, Washington. Preliminary FERC Applications have been filed on seven sites with the Potholes East Canal Project well on its way to the next stages of implementation.

From the Boise office, Brian Grant recently spent a month in the San Francisco office learning some of the techniques of small hydro development. While in San Francisco, Brian worked with Gordon Little on the Mora Canal Power Plant, which will be located on the outskirts of Boise.

Over in Riverton, John Barnes, Jerry Crews and Don Armstrong have made several contacts throughout Wyoming that hold considerable promise in hydroelectric potential. The Wyoming office has been instrumental in the development of two contracts for Tudor including the Wheatland project and a feasibility study for the Shoshone Irrigation District.

Federal grant and loan programs have begun to play a large part in small hydro development and Tudor is actively pursuing these financial sources. Last spring, the team of Dave Willer, Harry Hosey, Tom O'Neill and Frank Chiappella put together seven proposals under the Department of Energy's "Program Research and Development Announcement" (PRDA). Of the seven proposals submitted, four were selected and funded for feasibility study work programs. Harry Hosey, John Kraft and Dave Thompson are putting the finishing touches on the two PRDA reports in the Seattle office, while Dave Willer and Gordon Little with the help of Don Guild, Hans Albring, Mike Babin, Lemma Wendim-Agegnehu, Alfred Korbmacher and Darryl Tyson are deeply involved in preparing the other two PRDA studies. Recently, proposals were prepared under the Department of Energy's "Program Opportunity

Notice", (PON), to receive consideration for grants for the design and construction of small hydro projects. Tudor prepared three PON's for projects located at Spokane, Washington; Boise, Idaho; and Oakdale, California.

As a final indication to Tudor's stature within the area of small hydroelectric development, the San Francisco office recently received contracts from the Corps of Engineers to prepare major portions of a manual for the planning and design of small hydro facilities. Don Guild heads up the mechanical/electrical work effort while Horace Burrier is handling the civil/structural portion of the work for the Corps of Engineers. In addition to this assignment from the Corps of Engineers, Tudor received notification on November 1st that the firm was selected by the Denver office of the Bureau of Reclamation to prepare a feasibility assessment manual for planning and evaluating site specifics for small hydroelectric developments.

I-82, SUNNYSIDE, WASHINGTON

On May 1, 1978, the Washington State Department of Transportation awarded the Seattle Office of Tudor Engineering Company a contract to design a 6 3/4 mile segment of I-82 south of Sunnyside, Washington. Sunnyside is located in the heart of the grape and hop growing region of semi-arid Eastern Washington approximately midway between Yakima and Kennewick.

The project is divided into four design segments which will be let as four separate construction contracts. The first three contracts are for grading, drainage, irrigation, structures and paving and signing of the local and county roads. The fourth contract is for paving, signing and illumination of the main lines and interchanges.

Don Hoel is project manager. The project team is divided into four disciplines: civil, structural, drainage-irrigation, and drafting. Francois Martin was project engineer of the civil section until he was lured away to the West Seattle Freeway job. Basil Kattula is the structural project engineer; DeWitt Jensen is the drainage and irrigation project engineer; and Randy Radock is in charge of the drafting section.

Other members of the team include Mujib Ahmad, Rosemary George, Harry Jasper, Jim Johnson, Pat Romelfanger and Jim Schroeder; Bill Bayne, Einer Handland and Lin Wilson have added their services as needed.

The project which carries an estimated construction cost of \$15,000,000, includes the design of a 4-lane divided highway; several local and county roads; one diamond interchange; one modified diamond interchange; eight bridges; and the drainage and the irrigation systems. The area is criss-crossed with irrigation pipes and canals.

Final design of the first contract is scheduled for January 12, 1979. Completion of the entire project is scheduled for November 16, 1979. Design is proceeding on schedule.

The annual pilgrimage to the Toothman Center-ville Ranch took place on August 27. About 92 persons big and small were lured by promises of clear skies, a warm swimming pool, and abundant culinary delights. These inducements were apparently sufficient to have drawn Stan Froid and his wife, Harriet, from San Francisco. While everyone else destroyed their dieting plans, or engaged in cut-throat horseshoes, Stan very capably served as Chief Photographer.

These activities were interrupted for a short while by a frantic co-ed volleyball game. For the most part, mellowness was the hallmark. For many, the clearest memory of the 1978 Boise picnic will be their nap (with a full belly) beneath a majestic Idaho pine.



LIFE OUT THERE by bill buckland

The following excerpts are from an essay Bill Buckland has written on his recent round-the-world trip.

I've recently returned from a 10-month journey that covered 16 countries and a tremendous variety of cultures

To plan for a two week vacation is one thing; to understand what might happen when you are "free" for nearly a year is something else. My planning and contacts with friends and acquaintances began more than a year before my departure. I guess the germ of this idea to travel the world had always been in my head, although a desire to visit my parents in Australia and study yoga with a teacher in India and visit my godson in France brought it all together at once.

Loaded up with a 40-pound pack and my banjo and a round-the-world air ticket in my hand, I set out from San Francisco on October 1st, 1977.

First stop Tahiti, a visit to some good friends, a retired French couple on a small island in the lagoon of Raiatea, one of the islands of the Tahitian group.....

After the two weeks in Tahiti and two in New Zealand, I arrived in Sydney by air on the 1st of November--"Home" to visit my parents and sister and see how Australia had changed. Sydney is a huge city of 3 million people, it could hardly be recognized from an American city except for the fact that the cars drive on the other side of the road. The downtown of Sydney and the Opera House on the harbor's edge are one of the most beautiful sights of any modern city in the world. The Sydney Opera House, financed by state lotteries to the tune of \$120 million U.S. (that is, after the architect's estimate of \$9 million U.S.) is a popular place which can be seen crowded with people at most times of the day and night.....



I arrived in Bali, Indonesia, in early January after spending Christmas and New Year with my family in Sydney. The beauty of Bali is striking, a place with terraced rice fields of intense green and populated by a people who make art a part of their lives. The colorful paintings, the jewelry and carved wood that these people produce can be seen all over the island and there is rarely a time when one is not being offered something to buy. The effect of tourism is obvious and disturbing, like everywhere else the dollar (American and Australian) begins to speak and dictate a new style with hardly a chance for anyone to evaluate the results

From Bali I flew to Singapore and Sri Lanka stopping briefly in both countries.....

My plane from Colombo, Sri Lanka, to Madras was late, a day late in fact--no spare engine in that country. Well, finally I arrived in Madras at 4:00 in the morning. I felt the excitement of being in India. It was an energy I felt the whole time I was there. I believe that energy comes from the continual stimulation one gets from the great numbers of people and the sights of poverty so different from what one is used to. One's senses are continually assaulted with unusual smells and sights.....

I had come to India to meet with a yoga teacher called Desikachar, one of whose students I had studied with in San Francisco for some years. Desikachar, the son of a famous yogi and a former engineer I might add, spent several hours a week discussing with me the principals of the ancient yogic traditions dealing with ethics and psychology, with physical exercise and meditation. Hardly a religious indoctrination, but a chance to share ideas with a very wise man.

.....Through friends I met Krishna-Iyengar, a well known singer and drummer in the South Indian Karnatic style. He offered to teach me some drumming. I chose a small drum called a kanjira and started practicing. The practicing and lessons became more and more intense and frequent as my music teacher insisted that I should give a concert with him before I left India. The concert did take place and what an experience. The tape I have of that evening is a constant reminder of an incredible experience shared with five excellent Indian musicians and an audience of 60.



If you stay in India for any length of time you rapidly feel yourself drawn into the society. The life of the people is accessible. You see it on the streets and there are always invitations into the homes of all classes. The poor fishermen untouchables (they are called harigans in India) who lived near where I was staying on the outskirts of Madras, invited me often into their homes to share their meager meals. Middle class people, a small group in India, were no less open with their invitations. The Indian middle and upper classes are generally the descendants of the same Indo-Europeans who spread out from Asia Minor between the first and third millenium B.C. to populate Europe. The racial difference between these later arrivals and the original dravidian inhabitants of India was the origin of the inhibiting caste system which persists to this day.

It is strange to see villages of leaf huts right along side middle class homes made of concrete and brick. The people in these villages are the outcasts and lower caste Indians who serve in the homes of the middle class.

One afternoon as I was bicycling home from shopping for my dinner I saw a crowd of people and joined them to see what was happening. It turned out to be a large group of village people waiting to be treated at a clinic set up by some Indian doctors. The doctors suggested I join them and I very quickly found a job dressing wounds and even giving injections from time to time. For the remaining three months of my stay in India I spent three evenings a week helping to treat all manner of illnesses from tropical ulcers, to VD, to leprosy. Aside from the medical work, there was even a chance for me to use my engineering skills in the design of a new clinic. I did this work with mixed emotion, admiration for the energy of the doctors and my fellow workers from the villages, yet fear at the results of giving out large doses of antibiotics and other medicines thereby creating a mystery and dependency on medicine so similar to our own society.



In Indian society the ties of family, caste and village give support to individuals thereby providing, to some extent, that survival does not have the isolating individual responsibility that is the case in the American way of life. The Indian acceptance of Karma and the responsibility for today's condition being in past

lives contrasts so markedly with the American assumption that everyone can reach the top by his own present activities. Well, hopefully these tenants of society are reducing their power over people as it becomes more obvious how political, economic, and education systems work for and against particular groups.

I left India at the beginning of May, stopping briefly in the holy city of Varanasi (formerly Benares) to bathe in the Ganges along with the thousands of pilgrims. The swim in the river was the only cooling experience in that city where temperatures reached 116°F daily and the hot dry winds off the surrounding plains drew every drop of moisture from my body. It was the only time on my trip when I was sick. Fortunately, I had the coolness of the Himalayas and the home of some kind friends in Kathmandu as my next stop.

One of the most fascinating aspects of Nepal is the architecture. There are temples everywhere, Buddhist and Hindu. The temples, palaces and the homes of the townspeople of the Kathmandu Valley exhibit a wonderful variety of styles with intricate carved windows and columns adorning the masonry structures. The buildings and layout of the towns give one a feeling of what it must have been like in the Middle Ages in Europe.



From Kathmandu I took a flight high into the Himalayas to the small airfield of Lukla on the trail to Everest. The aircraft, a STOL 16-seater, flew parallel to the high peaks of the mountain range and presented a spectacular view of the highest mountains in the world. Landing in Lukla I found a Sherpa guide and set off towards Everest. Time prevented me from going all the way to the Everest base camp at 18,000 feet, but I was content after walking three days to reach the Tangboche monastery which affords a spectacular view of Everest and her two companions, Nhutse and Lhotse. The Everest base camp is a further 2-day hike from the monastery. The company of a very helpful and friendly guide along with the scenery of flowering rhododendron trees, steep valleys and high snow covered peaks made the hike a memorable experience. Tea shops run by Sherpa and Tibetan people dot the trail and provide a place to eat and a hard floor to sleep on.

I arrived in Kabul, Afghanistan the 18th of May with a one week visa and a feeling of apprehension. As I came into town from the airport there were several burnt out tanks in the streets with people climbing over them like children in a playground, leftovers from the coup that had taken place a few weeks previously. I wondered what it would be like to see a country in the middle of such a change. Well, there was little to be seen, some soldiers in town guarding important facilities, very few tourists and the army of Afghanistan consisting of a dozen or so tanks parked on the edge of town to make sure there wasn't a counter coup. I travelled about without restriction aside from the 11 p.m. curfew which existed in most of the country.

From Kabul I travelled over a high mountain pass to Mazur-I-Sherif a small city near the Russian border. The bus ride through high mountains then down to the flat low plains of northern Afghanistan was fascinating. Small villages built of clay and looking like the pueblos of New Mexico dot the road as it passes through the foothills. Then the road goes under miles of rock shed built as protection from rock falls and snow slides which are frequent at the high altitudes. Coming out of the mountains onto the hot, dry plains, the black tents of the nomadic Kuchi people appear at intervals breaking up the monotony of these flat plains that stretch into Russia. A couple of days in the vicinity of Mazur-I-Sherif exploring a beautiful blue mosque and some old towns and then it was back to Kabul.

From Afghanistan to Iran to Egypt by air.

From Cairo I took the overnight sleeper train to Luxor and the Valley of the Kings. The temples of Luxor and Karnak in the Luxor area are the most impressive ruins I've ever seen. The size and quality of preservation of these ruins is quite unbelievable. The Valley of the Kings across the Nile from these temples is a dry, rocky area quite undistinguished from the surroundings. However, below ground are tunnels on whose walls are painted the most delicate and colorful frescoes. These tunnels lead to the burial chambers of some of the pharaohs of the XVIII, XIX, and XX Dynasties (1500-1000 B.C.). The tombs were thus hidden in the hope of avoiding the robberies that had plagued the Pyramid tombs of the pharaohs of earlier dynasties.

From Egypt to Greece, landing in Athens on the 1st of June, I was picked up by a car from the Australian embassy, a pleasant surprise, and taken to the home of the ambassador. I had some years previously shown the wife of the ambassador around San Francisco, and I appreciated that my Karma was coming back to me so soon.



From Greece to Rome, Florence, Grenoble, Brittany and Paris.

Paris with all its beauty strikes me as a very formal city where the dress of the people, even in the summer, and the style of the architecture speak of the dignity of another age. The Pompidou art centre, famous for looking like a great machine, lends a touch of humor to the scene. Parisians prefer to call the centre the Beaubourg to avoid the political overtones associated with the name and, I might add, to a person they can't stand the place. Perhaps for the reason that the centre is out of character in this classic city but also it doesn't help that a British architect was the designer. Personally I enjoy the building; the square in front is one of the liveliest street places in Paris. The day I was there a circus was set up and there were numerous independent musicians, jugglers and mimes gathered to perform, surrounded by an appreciative audience.

Finally an overnight train trip through Germany to Copenhagen, then a day long bus ride to Handstholm. Handstholm is a Danish fishing port with a small town nearby. Must be one of the most peaceful places on earth. I shared the time there with a Danish woman I'd met on my trip, hiking, sketching, catching up on my journal and eating the tastiest fresh fish from the local fishermen.

Finally back to the reality of the U.S.A. variety. I arrived in San Francisco on the 12th of August and was back at work on the 16th.

This whole trip cost me about \$6,000, the same amount it would have cost me to live in San Francisco for a similar period of time.

KENNEWICK EVENTS



Summertime in Kennewick has kept all employees very busy. Subdivisions and land developments are proceeding very smoothly. We completed the topographic surveying of Interstate 82, Sunnyside vicinity, for the Seattle office, and we appreciated working with them.

Larry Gaddis, office manager, and Larry Evans organized a summer picnic and all went well. The company picnic was held at Scajawea Park in mid-September with a beautiful warm day and almost 100% employee turnout. Larry Gaddis, Bob Grow, Larry Evans and Ron Flink sure went all out on the volleyball game (didn't realize they were such enthusiasts of the game)



NEW FACES FOR

... boise

Al Barrio is a refugee from southern California. His major interests are 1) staying out of jail, 2) cartooning, and 3) staying out of jail. In order to accomplish his goals, he works in Tudor's Boise office as a draftsman. In spite of his nostalgia for palm trees, neon signs, smog, freeway traffic, Linda Ronstadt, Jerry Brown and R. M. Nixon, he has managed to stay in Idaho for more than a year now.



Mike Moore is one of the few known Boise natives still in residence. His flaming red hair is largely responsible for his CB handle of Woody Woodpecker. While he is not otherwise engaged in operating the Environmental Engineering Laboratories he can be found wheeling around the wilderness. Mike and his wife, Jan, provide sanctuary for unwanted and unwed animals of various sorts.



... kennewick

Dan Penwell joined Tudor on June 19, 1978. Dan and his wife, Terry, are almost newlyweds. They have been married a little over two years. I must say Dan has got to be the quietest employee Tudor has on the payroll - at the most he might say ten words a day. Dan has joined the Kennewick drafting staff.



Peg Sailor joined Tudor on August 2, 1978, as receptionist, secretary and girl Friday all in one for the Kennewick office. Peg is originally from Indiana and is now living in College Place, Washington.



Pat Hensley joined the Kennewick drafting staff on August 14. Petite Pat is the mother of two beautiful children.



Craig Brown joined Tudor August 14, as part of the Kennewick survey crew. He and his wife, Debbie, are expecting their first child in March. They are at the present time the proud parents of 64 house plants.



Ron Flink joined Tudor August 21 as a survey party chief. Ron has a beautiful wife and one son.



... san francisco

Monica Heyrman just moved to the States from Vancouver, B.C. and is helping the San Francisco office with filing, typing, telex, library, and giving the receptionist breaks. Monica grew up in Vancouver, but decided to strike out on her own, after working for Swan-Wooster, an engineering company in Vancouver. She's got a terrific British accent, so you can recognize her voice when you call the San Francisco office.



Agnes Cuadra is Mr. Froid's and Mr. LaVigne's new secretary. She worked for the Western Academy of Cosmology before coming to Tudor, and speaks Spanish fluently, as she is from Nicaragua. Agnes has been doing some translation on the side for Roberto Iniguez, but with her free time she plays the piano, collects stamps and jogs.



... seattle

Pat Romelfanger attended San Francisco City College, then went to work at the Concord Naval Weapons Station as a Technician for the Weapons Quality Engineering Center. After 4 years in the San Francisco Bay Area, Pat headed north and went to work for Tudor on March 1, 1978. On weekends and evenings, Pat spends her time sailing, backpacking and playing tennis with many hours spent refurbishing an old schooner hull of which she is part owner.



Rosemary George graduated from Washington State University in 1968. Finding her way to Seattle, she went to work for Sverdrup & Parcel in Bellevue, Washington, and was with them for 10 years before coming to Tudor on June 19, 1978. This winter will find her on the slopes from Idaho to Washington.



Mujib Ahmed joined Tudor in October 1978. He finished his Master's from Oregon State University in August 1978. For his Master's thesis he worked on a research project for the U.S. Forest Service Region 6. Before coming to the United States, Mujib worked in Karachi, Pakistan with National Engineering Services (Pakistan) Limited. His job consisted of design and planning of roads for the steel mill being constructed in Karachi. Mujib's favorite game is racquetball and other indoor activities include ping-pong and backgammon.



RIVERTON HAPPENINGS

What are some of the ingredients for an extremely interesting and at some times discouraging project tackled by the Boise design crew and the Riverton Construction administration crew? A small town (Thayne, Wyoming) located almost equal distance from either office, with two prominent mountain passes to traverse from Riverton; a waste water system only 3 years old which was in serious need of repair and modifications; funding by the Economic Development Administration and EPA, a large cheese plant which contributes 90% of the town's waste load, a beautiful trout stream which received the town's effluent and Tudor Engineering Company.

All of these factors combined to provide Rick Orton, Bob Stannard, Bob Mayer, Don Armstrong and John Barnes with some real thought provoking situations.

"Barney" as the locals call him has been resident engineer on two construction contracts of a four-phase project. Early in 1977 all of the sewer lines were inspected by TV to determine where massive amounts of ground water were originating. Barney is now administering the repair and grouting of numerous sewer lines which is Phase 2 of this project. Phases 3 & 4 of the Thayne project include construction of a biodisk treatment plant and renovation of the spray irrigation system.

The Granger water improvement and supply project continues to occupy Tom Axthelm and Jerry Crews times in a major way. Tom, assisted by Vic Wire, inspected 53,000 feet of 8-inch water line including bores under the Union Pacific railroad mainline, a major highway and a river in 35 working days. This pipeline will bring a dependable supply of water to Granger which a year ago had to haul water in railroad cars to survive.

BELA TO SEATTLE

Eva and Bela Vadasz decided to take a "diagonal-country" automobile trip and vacation in conjunction with Bela's transfer from Atlanta to Seattle.

On their way they took a boat ride on the Mississippi in Memphis; drank the rejuvenating waters of Hot Springs National Park in Arkansas (they visibly became younger, but, alas, the effects soon wore off); made a nostalgic pilgrimage to the Tucumcari, New Mexico railroad station, the site of Bela's first American job 22 years ago; admired the signs of old cultures in Albuquerque, Santa Fe and Taos, and the beauties of nature and high countries in the Rocky Mountains, Grand Tetons and Yellowstone National Parks. They drove more than 4,400 miles and were given a grand and rare welcome by Seattle: the North Cascades, Mt. Rainier, the City, the Sound and the Olympics were bathing in sunshine as they drove across Lake Washington. Then, step by step, they fought the difficult battles of finding shelter for the first night, then for the others: all motels were filled with King Tut viewers and conventioners, and all apartment owners had either no vacancy or a very dim view of short-term leases or dogs. As a happy ending, they are now living in a rented house and expect to move into their new home on December 1.

CONGRATULATIONS

Carol and DeWitt Jensen were married on Saturday, October 7, 1978. DeWitt is an employee of Tudor's Seattle office, and Carol is an employee with the Seattle-First National Bank in Seattle.

The ceremony took place at the Renton First Baptist Church. The reception followed at the Stimson Green Mansion in Seattle. Carol's wedding dress was designed by herself. The dress was made out of silk, which she had received from her grandfather, who brought back the silk from China 50 years ago.

A two week honeymoon was enjoyed by Carol and DeWitt in Hawaii. They visited the islands of Oahu, Kauai and Maui and the Big Island. Carol and DeWitt are living in a house that they are renting, north of the University of Washington.



... "Mr. Optimist" is in residence at Tudor-Boise. Our own Ted Purcell received this award from the Boise Noon Optimist Club for his managing Optimist Little League Football during the past year. Ted is very proud (deservedly so, we might add) of his two brass plaques which now grace his office walls.

... At the Construction Specifications Institute Regional conference in Los Angeles Grant Larsen was given the West Region Citation Award for Distinguished Service. Grant has also been notified that he has been listed as a Certified Construction Specifier by the CSI.

... Two of the younger engineers in the San Francisco office recently became registered Professional Engineers. The two, Wu-Chieh Chen and Dave Alden, took the examination in April and then waited three long months before hearing of their passing in July. Congratulations to both.

... Mr. and Mrs. Thomas Primus who were married on September 16, 1978. Tom is a surveyor in Tudor's Kennewick office.

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TUDOR

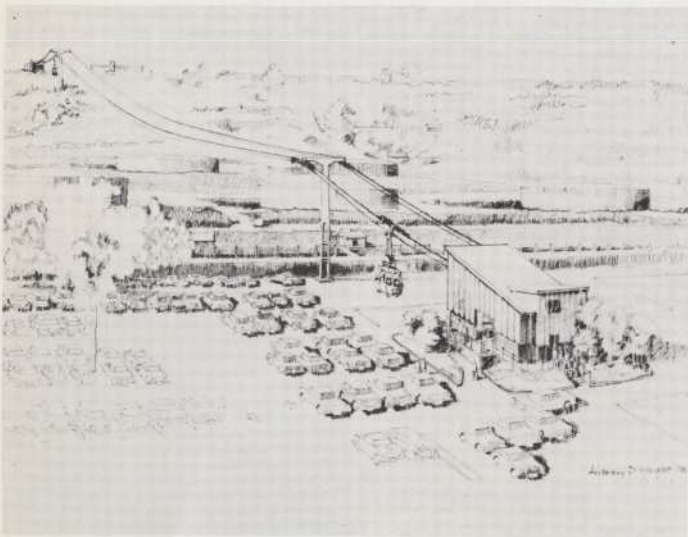
NEWSLETTER

WINTER 1978

BART SETTLEMENT

March 13, 1978 will be remembered as an important day to all of us, for this was the day of escrow closing, culminating the settlement agreement ending the BART lawsuit. This agreement, signed by BART, Rohr, Westinghouse, Bulova and PBTB, terminates the original suit which BART filed in 1974. The three joint venture partners of PBTB agreed unanimously that, though we were confident of an ultimate favorable court decision, it was in the best interest of all parties, as far as time expended and money spent on legal fees and document retrieval, to agree to the out-of-court settlement.

POINT LOMA PEOPLEMOVER



The Naval Oceans Systems Center (NOSC) in San Diego retained Tudor to conduct a feasibility study for an on-base peoplemover system. The NOSC facilities at Point Loma are separated by a steep escarpment into two distinct areas. Presently transportation between the centers is mostly by automobile, along a circuitous route. The final conclusions of the study were that an aerial passenger tramway would ultimately be most cost effective for personnel transit. A shuttle bus system was recommended as an interim measure until tramway planning and construction could be completed.

Under the direction of Bert LaVigne and Jim Meyer, the study was prepared by Gary Weinstein with assistance from Joe Eng. Frank Chiappella directed preparation of report graphics.

NEW SMALL HYDRO JOBS FOR SF

In the last month, the City of Ukiah has contracted to have a Preliminary Federal Energy Regulatory Commission Application and a water rights application prepared for power purposes at Lake Mendocino, California near the City of Ukiah. This is the first step toward construction of a 4-5 MW hydroelectric unit costing about 5 million dollars at the Corps of Engineers dam on the Russian River. This project will supply about one-fourth of the total energy needs of the City at a cost of about one-half the cost of Pacific Gas and Electric Company purchased power.

During the same week, the San Bernardino Valley Municipal Water District, San Bernardino California, gave the go-ahead to proceed with a study at several potential sites along their 7-foot diameter, 16 mile long aqueduct which carries State Project water for groundwater recharge in the Santa Ana Basin. From a brief overview study, it appears they may have between 10 and 15 MW potential. Both studies will be prepared by Dave Alden with graphics by Frank Chiappella.

Tudor's extensive work in small hydroelectric development recently received national publicity. An article in the March 2 issue of Engineering News Record featured the Rollins Power Project but also mentioned other Tudor small hydroelectric projects including the Turlock Irrigation District and Sly Creek Projects.

UNDERGROUND RESEARCH CHAMBER

Don Rose has taken over a \$350,000 underground research program funded by the Urban Mass Transportation Administration (UMTA). The program is part of MARTA's \$42,000,000 CN120 contract for the Peachtree Center Station and Subway Lines which was awarded in January to Fruin-Colnon Corporation and Horn Construction Company. An 18' diameter horseshoe tunnel similar in configuration to the CN120 twin running tunnels will be blasted 60' into good rock immediately south of the main subway station cavern. This research chamber will be instrumented and several types of tunnel support, including European and American rock bolts, and conventional and steel fiber shotcrete, will be installed and monitored. Subsequently when the CN120 twin running tunnels are blasted, passing some ten feet below this research chamber, additional data will be collected. The research program is designed to provide practical information on tunnel support which can then be applied to the CN120 work.

CRANE TRACK DESIGN

Naval Facilities Engineering Command, Western Division selected Tudor to undertake an engineering investigation of rail fitting design for Navy-wide application in shipyard weight-handling facilities. The rail fittings under review are switchpoints and frogs specially designed for use with the double flanged wheels of wide-gauge cranes. As part of the investigation a world-wide inquiry was directed to shipyards and foreign navies to evaluate state-of-the art of similar crane track systems.

Results of the Tudor investigation are now under review by NAVFAC Headquarters in Alexandria, Virginia and at the eight Naval Shipyards throughout the United States.

Gary Weinstein is project engineer with assistance from Grant Larsen, Horace Burrier, Floyd Smith, Don Croft and Ken Heilig. Luisa Bravo prepared report graphics. As part of the project the design team visited Long Beach and Puget Sound Naval Shipyards to inspect new crane rail fittings being installed there.



GREEN RIVER

Work has begun on a new Public Works facility for the City of Green River, Wyoming. Tudor was retained by the city to plan and design new facilities and upgrade some existing facilities for phased construction when funding becomes available, hopefully within a 5 to 7 year time frame. A Phase I report and conceptual plan, now under way, will define the existing facilities and problems and will propose an ultimate master plan for the City. The Tudor work effort will include industrial and equipment planning, site development, civil and structural design, specifications and utility work. The project is under the direct supervision of Dave Toothman, and Jim Potter has been assigned as project manager. Ken Heilig will be heading up the Phase I, industrial and conceptual planning aspects of the project with a report expected in mid-May.

RIVERTON CHRISTMAS PARTY

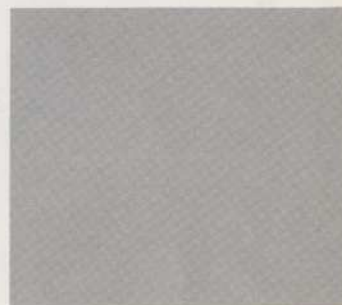
We can happily report that the second annual Christmas Party for the Riverton crew was not washed out by rain. But then, how could it rain when the temperature was hovering around 0 (-18° C for you metric buffs). There were several other major differences between the first and second annual do because the Christmas Party for 1976 was unceremoniously rescheduled to July 1977, to accommodate some severe logistic problems (such as Jerry Crews never got around to organizing anything).

In keeping with the spirit of the season, Wind River Engineers, a small local engineering firm, was invited to share in the festivities. Other offices take note: In terribly competitive "Sing-along-with Jerry," the Wyoming Warblers unquestionably proved themselves as Christmas carolers of the first order and may issue a challenge to the ping pongers and river rushers any day.

SEATTLE CHRISTMAS PARTY

The Christmas Party for the Seattle office was held on Saturday, December 3rd at the picturesque Mercer Island Beach Club overlooking Lake Washington and the distant lights of beautiful downtown Renton. The Club was decorated in festive Christmas decor which formed a congenial background for conversation, outstanding hors d'oeuvres, and an excellent prime rib dinner. Music was provided by the tapes of Ernie VanTine. Bob and Beth Janopaul along with Hanford and Lois Thayer were special guests of the Seattle office. Highlight of the evening was the presentation by Bob Janopaul to Keith Bull on the occasion of Keith's 15th Anniversary with Tudor. The famous early morning breakfast prepared by Keith and Diane was limited to a few faithful souls who survived the evening of fun and merriment.

Left to right, Harry and Gigi Hosey and Joe and Dianne Hofbeck at the beautifully decorated hors d'oeuvre table. Photo courtesy of Diane Bull.



Keith Bull giving his acceptance speech after receiving his award. In the background are the many happy faces from the Seattle office. Missing from the group is Lin and Judith Wilson who were called away to Vancouver, B.C. for the weekend. Again, photo courtesy of Diane Bull. (Editor's note: Next year put film in the camera!!)



EVERYTHING YOU'VE ALWAYS WANTED TO KNOW ABOUT ...

... wil pacheco

Wil Pacheco, in 1978, will celebrate his 30th year in the Engineering field, and almost half of this has been with Tudor Engineering Company. Wil's career has been very interesting and challenging with assignments in Guam, Midway Islands, Hawaii, Chile, San Francisco, Seattle and now Atlanta. He recalls after being transferred to Atlanta, his son Jack said, "Dad, how about settling down - I'm going into the 9th grade and this is my ninth school!" Well, Jack got his wish as he graduates from Chamblee High School this year.



After returning from Santiago, Chile, where he was Director of South American Operations for another firm, Wil joined Tudor on May 1, 1964. During his time with Tudor he has served as Project Engineer responsible for the location and design of an 8½-mile segment of the BART system in Contra Costa County, Project Manager for a 5-year Land Use and Transportation Study for Contra Costa County, and been responsible for Business Development for the Seattle Office. His last assignment prior to going to Atlanta was Project Director with Tudor-Braccia-Bentley for the planning and design of the San Francisco Bulk Mail Facility for the Sacramento District, Corps of Engineers.

In August of 1973 Wil was transferred to Atlanta to assist with the planning and design of the rapid transit project for MARTA. His current assignment is Assistant to the Project Director.

On weekends one can usually find Wil on the golf course. Being an avid golfer, he takes every opportunity to attend some of the professional golf tournaments including the Masters held in Augusta. Last year he served on the golf committee for the Professional Golf Tournament in Atlanta and looks forward to doing it again this year. Whenever the inclement weather prevents his playing golf, Wil is happily pursuing his other hobby, art work.

... richard orton



from 1967 to 1972 during which time he obtained his Bachelors and Masters Degrees in Civil Engi-

neering. Richard Frank Orton, Jr. was born in Alamosa, Colorado in 1949. His parents moved to Burke, Idaho in 1954 where he lived and attended school until 1965. Rick attended High School at Wallace, Idaho and moved on to the University of Idaho with his wife, Jane, and son Thorpe. Richard attended the University of Idaho

... gail hayashi



On payday, Tudor-ites in the San Francisco office keep a close lookout for Gail Hayashi, the woman in charge of the paychecks. She was born in Sacramento and after her parents passed away, lived with her aunt in Santa Rosa. Gail also lived in Chicago with her older brother for approximately five years but returned to her roots in California and graduated from Montgomery High School in Santa Rosa.

Gail went to business college before coming to Tudor, and is now attending San Francisco City College, where she is studying business administration. She hopes to obtain her Bachelor of Science in that area, and her long-term goal is to become a C.P.A. and start a business with her brother, who is an accountant in Rohnert Park, near Santa Rosa. She will no doubt reach her goal since she is a straight "A" student, and her name has graced the Dean's list. Gail worked for a building maintenance company as an accountant for three years before coming to work for Tudor.

Gail's interests include needlepoint, disco dancing, and guitar - she attended the Old Town School of Folk Music in Chicago, and played in a band in high school. Gail is also an avid ping pong player, and when you hear the shouts and thumping from the sixth floor, you always know she is giving the engineers and drafters a run for their money.

However, Gail's main avocation is hapkido, a Korean-style Martial Art. You'd better watch out for Gail and keep your guard up because there's a lot of punching and kicking involved!! Gail has been in tournaments, and is a little frustrated because she tends to come in second, but keeps her chin up and attends class three times a week. This evidently has helped her a great deal in working her way up the color scheme in belts, as she has a green belt, which is half way to the top. Needless to say - a very practical art to help in defending the Tudor funds!

In 1972 Richard went to work for a local consulting firm and obtained his engineering license in 1976. Since April 1976, he has been with Tudor Engineering Company involved in water and wastewater projects.

Rick spends most of his time away from the office involved in activities such as skiing, basketball and home woodwork. At the same time Rick came to work for Tudor Engineering Company he purchased an old home in Meridian, Idaho and has been involved in restoring that house since that time.



Paul Potter tells Louis Riggs how much he and Dawn have enjoyed every minute of their 25 years with Tudor, "haven't we Dawn!!"



Jim Lammie reporting on the valuable support he is receiving from the many Tudor expatriates in Atlanta ...and besides, Jim and Shirley agreed that Tudor throws the best parties



Eat your heart out John Travolta! or "Saturday Night Fever"

SAN FRANCISCO CHRISTMAS PARTY

As in recent years, the holiday party in San Francisco was held at the Engineers Club. On December 10 the San Francisco group and guests gathered together for an evening of dining and dancing. Bob Myrdal was an excellent Master of Ceremonies. Louis Riggs had the honor of presenting the awards - another silver anniversary member joined the rapidly growing group as Paul Potter received his 25 year award, a decanter set with an engraved silver tray. Others to receive awards were Keith Bull for 15 years of service and Dave Toothman with 10 years. The program ended with a few remarks by Jim Lammie from PB/T Atlanta who had joined us for the evening with his wife Shirley. Other guests included Dave and Loreen Toothman, Keith and Diane Bull, Les and Agnus Helgesson, John Wensinger and Henry and Helen Weast. Photos courtesy of Chuck Spinks.



Dave Toothman expounding on how playing the harmonica contributed to his 10 years of success with Tudor.



JoAnn and Jim Ricereto before insanity set in... Good Luck to our former Editor and his wife!



Bob Janopaul toasting Bob Myrdal after his successful debut in his new career as a stand up comedian.



My God! Are they going to talk all night! or Dave Church encounters a slight delay on the way to the bar.



Louis Riggs advising Keith Bull to take up the harmonica as he congratulates him on his 15 years with Tudor.



First families and Christmas Tree. Dave's necktie gives some indication of the gale-force winds that troubles the party-goers.



Bob Mann, Gail and Steve Alters, Jane and Rick Orton taking on some nourishment.



The mellow Mr. Bob Beal



Les Ankenman (center) trying his best to have a good time. Alice and Loreen are probably sharing recipes not really helping Les's hunger.



Frank Paden, late of the famous group Sha-Na-Na engaged in deep discussion with a friend.



Jim Potter, secretarial pool Morale Officer, with Barb Iverson.

BOISE CHRISTMAS PARTY

Morgan's Exchange wasn't even officially open for business yet! That was really of small concern to the 100+ Tudor staff and friends who descended upon Old Boise for their annual Christmas party. Louis and Pat Riggs braved the winter to see how things are done in Boise. We suspect they enjoyed themselves as their smiling faces were still around at the closing bell. We seriously thank Louis and Pat for coming. Photos courtesy of Dave Torgeson.



Gary Ames (r.) cutting in on Doug Bergey.



Gary Ames, successful. The lady is Mrs. Ames, we understand they were married on the day of the party

LEWISTON HAPPENINGS

Tudor-Lewiston recently increased its staff by 50% and welcomes Robert Toothman as a permanent member of the office. After spending many summers on the Boise survey crews and attending the University of Idaho at Moscow, Robert graduated with a B.S. degree in Civil Engineering.

Current major projects include design and construction inspection of a 24' x 60' concrete bridge over the St. Maries River for the Clarkia Better Roads Highway District at Clarkia, Idaho, and design and construction inspection of a domestic water well and storage reservoir for Santa, Idaho under the Drought Relief Program. In addition the Central Orchards Sewer District is gearing up for its fourth bond issue to approve construction of a \$4 million sewage collection system.

Jim Potter from the Boise office has made several visits to the North, assisting Steve Alters in the Business Development Area.

Steve, Robert Beal (Boise) and Jerry Crews (Riverton) converged upon Portland, Oregon recently for a 2-day pump seminar sponsored by Cornell Manufacturing Co.

BRIDGE GAME RESULTS

In 1977 the Tudor "floating" noon bridge game completed its twelfth consecutive year of play. In addition a satellite game in Atlanta completed its fifth consecutive year of play.

During the years 1966 to 1968 scoring was cumulative until Rainer Rungaldier reached the Mt. Everest of bridge in accumulating a plus 1000 points. Beginning in 1969 the scoring started over at the beginning of each calendar year. In the nine years, 1969-1977, Rainer has been the high point player six times. Bela Vadasz unseated him in 1969 and 1971 and Bill Davis reached the heights in 1977.

In Atlanta Bela has been the high point Tudor player in all five years.

Other present Tudor employees who are more or less regular players in San Francisco include Barbara Cooper, Bob Janopaul, Ilhami Karaca, Grant Larsen and Don Moore. In Atlanta the Tudor contingent includes Frits Fenger, Wil Pacheco and Joe Sacco (until transferred to Miami).

BOISE ...

The Tudor Boise basketball team has a fine unbeaten record of 8 wins and 0 losses going into the final 2 weeks of the season. The team plays in the Boise City Recreation League. All except one team member are employees of Tudor. Most of the other teams consist of players not employed by the sponsors. Coach Kim Gates and floor leader Sabin Landaluce have really helped to pull this year's team into a smoothly functioning unit.

RECENT RECRUITS

... seattle

Patricia Romelfanger has recently joined the drafting department. She is a newcomer to Seattle having just moved up from San Francisco.

... san francisco

Tom O'Neill joined the San Francisco office from PB/T Atlanta where he worked for the past four years. He is helping Dave Willer prepare proposals for prospective projects in water resources.

... riverton

John Barnes is a new employee in the Wyoming office and is a recent graduate of the University of Wyoming with an M.S. in Civil Engineering.

Tom Axthelm joined the Wyoming crew in February after obtaining his B.S. degree in Civil Engineering at the University of Wyoming.

Ken Braken also joined the Wyoming operation recently. Ken is assigned to the Surveying Crew and will help with drafting.

CONGRATULATIONS TO ...

...Gary and Diane Ames who were married on December 17, 1978, and found time to attend the Tudor Christmas party that night.

...Cissie Hsu who gave birth to a baby boy, Christopher Daniel, at the end of December just in time to make the 1977 tax year.

...Grant Larsen who has been selected for Fellowship in the Construction Specifications Institute. This is a great distinction as only nine members were so honored this year out of 15,000.

...Henry Mott who received his P.E. License in Idaho on February 6, 1978.

...Frank Paden who received his 10 year Tudor Service Award from Dave Toothman on January 30, 1978.

...Dave and Loreen Toothman who became grandparents for the second time. Daughter Susan gave birth to a 9 lb. 13 oz. son on February 4, 1978.

...Sunil Yadav who was married on December 20, 1977, while on an extended vacation in India. His bride's name is Shobha.

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