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IRWA CALIFORNIA INLAND EMPIRE CHAPTER 57

…On the Move

October/November 2025
Volume 9, Issue 2

President's Message

From Ramie Dawit, Chapter 57 President

To our Chapter 57 IRWA Members…

Greetings everyone! Happy November! Halloween is behind us, Thanksgiving is fast approaching, and the holiday season is literally around the corner. With 2025 at its tail end, we still have so many things to accomplish.

I first want to thank everyone that was able to take the course interest survey that the chapter sent out in September. We have tallied up the numbers and will soon finalize the course that will be offered in Q2 of 2026. In addition, we are scheduled to offer course 700, Introduction to Property & Asset Management. This course is being scheduled for in person instruction in January of 2026. We will also be hosting an educational seminar in March of 2026. Please look out for additional details coming soon

.

I was happy to see so many of our members and new attendees come out to our September luncheon to hear about how AI is impacting ROW. Big kudos to Bernadette Duran from Nossaman and Hector Casillas from RCTC on a wonderful presentation! Looking forward to seeing everyone again at our February luncheon, which will be held at the Victoria Club on Wednesday February 11th 2026. Nossaman will be presenting on the recent updates to the Uniform Act. This will be our first luncheon of 2026 so please come out and celebrate the new year with us!

I wanted to also highlight a few events. IRWA Region 1 Fall Forum took place in Phoenix, Arizona this year from October 24-25, hosted at the historic Wigwam Resort in Litchfield Park. Such a Beautiful place! I was in attendance, along with Paul Mim Mack, our Chapter Treasurer, Kelley Kelley, Region 1 Vice Chair, Peggy Barnes, Region 1 Nominations and Elections Representative, and Randall Blaesi, Valuations Committee Chair. The theme for the event was "Home Run in the Desert: Where the Diamond Meets the Desert". Obviously, I had to represent with my Dodgers gear 😊. Lots of fun

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Membership Luncheon >>>

November 20, 2025
11:30 a.m. to 2:00 p.m.

Speaker:
Nossaman

Topic:
Important Updates to the Uniform Relocation Act & the Federal Highway Administration (FHWA) final ruling

Victoria Club
2521 Arroyo Drive
Riverside, CA 92506

IRWA Courses – Regional 1

C800 Principles of Real Estate Law, 10/23/25, Virtual Class (Ch. 44)

C801 U.S. Land Titles, 10/23/25, Virtual Class (Ch. 44)

C431 Problems in the Valuation of Partial Acquisitions, 10/29/25, Virtual Class

C207 Practical Negotiations for U.S. Federal and Federally Assisted Projects, 11/06/25, Virtual Class

C501 Residential Relocation Assistance, 11/6/25, Virtual Class (Ch. 1)

C219 Adult Communication Principles and Methods, 11/13/25, Virtual Class, (Ch. 28)

C304 When Public Agencies Collide, 11/17/25, Virtual Class (Instructor TBD)

C105 The Uniform Act – Executive Summary, 11/20/25, Walnut Creek, CA (Ch. 2)

C604 Environmental Due Diligence and Liability, 11/21/25, Virtual Class (Instructor TBD)

C402 Introduction to the Income Capitalization Approach, 11/24/25, Virtual Class (Instructor TBD)

Additional courses are listed on IRWA's website at
www.irwaonline.org

Are you interested in taking a free class? Contact any of the Board members, to find out how you can become a coordinator.

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IRWA Mission Statement

The International Right of Way Association will be the worldwide leader for innovation and excellence in the acquisition and management of right of way and public use.

International Right of Way Association
CHAPTER 57, INLAND EMPIRE
San Bernardino/Riverside
California

About RWIEF

RWIEF
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THE RIGHT OF WAY INTERNATIONAL EDUCATION FOUNDATION WAS ESTABLISHED FOR THE PURPOSE OF FUNDING RIGHT-OF-WAY EDUCATION INITIATIVES. THE FOUNDATION FOCUSES ON GENERATING FINANCIAL CONTRIBUTIONS AND DETERMINES HOW MUCH TO ALLOCATE THOSE FUNDS FOR THE BETTERMENT OF RIGHT-OF-WAY EDUCATION. OVER THE LAST FEW YEARS, FUNDS HAVE BEEN ALLOCATED FOR EDUCATIONAL SUMMITS, CREATION OF NEW COURSES, UPGRADES OF EXISTING COURSES, CONVERSION TO ONLINE DELIVERY METHODS, AND LEADERSHIP PROGRAMS. CUTTING-EDGE EDUCATION AND PROFESSIONAL DEVELOPMENT ARE ESSENTIAL TO THE GROWTH AND ADVANCEMENT OF OUR PROFESSION AND TO EACH OF US AS PROFESSIONALS IN THIS FAST-PACED, EVER-CHANGING INDUSTRY.

Present Management Concepts of Right of Way Acquisition

Blast to the Past – How do you know how far you've come, if you don't look back?

By William S. Spangler

The following piece is an edited republication of an article from the August 1961 issue of the Right of Way Magazine. We hope you enjoy reading about where we've been, appreciate how far we've come, and are inspired by where we'll go next.

By way of beginning, I want to state that my comments in this paper should not be taken as representing the views of pipeline management in an overall, industry-wide sense. My presentation must necessarily reflect some of the thinking of my own company in regard to right of way acquisition. We do believe, however, that our thinking is fairly representative of that of the industry.

In our company's day-to-day experience, in our contact with competitive companies, and in our evaluation of past efforts, we have formed opinions and reached conclusions about many of the conditions — past, present and future — in our industry. In a discussion of all these things from management's point of view, it is difficult to be complexly abstract. Please bear in mind, then, that this discussion will be inevitably weighed by personal experience.

Yesterday's Acquisition

Perhaps it is fitting that we first consider right of way acquisition as it existed in the infancy of our industry and until only a few decades ago. Some of you were there, so it is not necessary that I dwell long on the subject.

It is quite clear, looking back on those days, that too many negotiations were hastily completed or, even worse, omitted altogether. It is hardly necessary for me to reconstruct the picture for you of bustling oil fields crying for routes to refineries. You recall, or have heard tales about, the low prevailing prices of the surface estate in lands at that time. The farmer with his shotgun after a pipeline gang was a familiar topic of conversation. Still, such farmers were few because the early-day pipelines were relatively short. Consequently, only a few farms and ranches were crossed that were not involved in the oil production. It was realized that pipelines were a necessary outlet for the precious oil.

The pipelines of those days were at best messy things — constructed by rough-talking laborers under the supervision of rougher-talking foremen. The pipe was strung from wagons which rutted and stuck. It was threaded together by crews that delighted in leaving each thread protector perfectly situation so as to make a permanent anklet for the next unsuspecting calf that grazed that way. Skids here left half buried sometimes to form a sort of "Siegfried Line" of obstruction for the farmer's horse-drawn cultivating equipment. Fences were gashed and hastily spliced without regard for proper bracing.

Many tracts in the producing areas were crossed merely by verbal consent. In outlying areas, they were crossed by virtue of easement grants which were designed for expediency — seldom for the workable, permanent protection of either party to the agreement. Speed was important. Oil fields sprang up, then loading racks or refineries sprang up. The field was produced furiously and all too often was rapidly depleted.

The right of way agent had to be made — they had not been born at that time. Highways were

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We'd love to hear from you!

Would you like the Chapter to host a luncheon on your favorite topic? Do you know anyone who would like to speak at an upcoming luncheon? If so, please contact Timothy Green, President-Elect, at (951) 787-7141, or via email at tgreen@rctc.org.

Have comments or suggestions for the newsletter?

We value your opinion and welcome your input! If you have any comments or recommendations for the newsletter, please contact Sheryn Smay, SR/WA, Newsletter Chair, at (951) 826-5343 or via email at ssmay@riversideca.gov.

Did you know? >>>

Fun Real Estate Trivia

Comps refer to homes that have been sold in a given area in the past six months, allowing a real estate agent to determine a home's value.

had been constructed on rights of way donated by the owners to entreating local road commissioners. Railroads had been constructed on grants of public land or across the property of private owners usually eager to have them. Airports, as we know them, were yet to come. Most of the present dams, harbors, docks, canals, drainage facilities, water and electric utility lines, and the myriad public works in this country had not been constructed. Experience in right of way acquisition was sadly lacking.

The Early ROW Agent

There arose to meet the need of a hardy, fast-talking, highly maneuverable breed of character known as the pipeline right of way agent. The agent's purpose was to acquire rights of way after the route was selected. Notice that I said after the route was selected. Seldom were they consulted in advance concerning the route. Seldom, indeed, did they have the opportunity to make advance contacts in the area involved. Almost never were they allowed adequate time to make such time-consuming things as title searches. They talked, pleased and threatened; they barely escaped getting themselves backfilled by the construction gang — but they got the pipeline through. They got the station sites bought. They got the campsites fixed — and often even got the landowner to throw in an extra acre on which to build a schoolhouse for the employees' children. Then they trudged back to headquarters for a clean shirt and orders to acquire a new route which they had never heard of before.

How the early right of way agent did it is now legendary. The important thing is that they did it. If they had not, I would not be here — nor would the large would the large portion of this audience representing the pipeline industry. The industry survived and began to grow. Lines were looped and lengthened. Pipe was strengthened and improved. Hooks and tongs gave way to welding machines. Tankage was improved. Wagons were replaced by trucks and Caterpillars. Towns sprang up and grew into cities. The construction camps and commissaries disappeared. The country was going modern, and the industry was going with it. Always out front of it all stayed our tireless friend, the right of way man. He was a little older now, professionally, and a little wiser. He had grown a bit in stature in the industry too. There was time to stop and figure that without him progress in pipelining could not continue. So much for our brief discussion of the past. Turn with me now to a closer look at our situation today.

There are three thoughts that I wish to express. The first is this. A year and a half ago, we launched into the chronological period of the 1960s. It was widely heralded economically as the "sizzling sixties." At about the same time we launched into a brand-new crop of headaches for you as right of way agents. We began to need and expect a different type of right of way agent than the past had produced. The industry now has learned your value in the planning stages of any project. Management is constantly amazed at the size of your circle of acquaintance, at your knowledge of people, land and crop values. You are no longer just smooth negotiations, but you are versed in endless variety of subjects ranging from appraisal practices through court procedure, and on into forestry and range management. As the industry has converted its facilities from steam pumps and oil-burning engines in barn-like structures to remote-controlled electric motors on open slabs, you have provided us with new sites as needed and kept the public informed and favorable to the transition. You have to keep our rights of way open — even squeezed out additional working room as industrial and residential complexes have encroached upon our rights of way and crowded our terminals and refineries.

With the advent of the Interstate Highway and secondary road construction program, you have worked tirelessly in a masterful liaison program to provide a means of saving perhaps millions of dollars to our industry and the taxpayers in proper planning for our respective facilities. You have been quick to recognize that both are essential to our growing economy.

"In the future, no doubt, you will find the number of public and quasi-public entities increasing in proportion to our economic growth."

Both executive management and you have learned the phraseology in some of our earlier right of way forms left something to be desired when the economy of the "sizzling sixties" was superimposed upon our pipeline transportation system. When semi-arid land became agriculturally productive through irrigation, we in the industry had to make provision for lines installed originally at shallow depths. When grazing and even riche was subdivided into residential lots, our negotiators had to keep rights of way unencumbered and at the same time keep peace with the subdividers and new residents. When a spiderweb of city streets had to be opened and paved across our main lines, we had to keep access to the lines and also keep the favor of the city officials. When rivers and harbors had to be dredged to new depths, our lines had to be sunk deeper or rerouted. As tracts in urban areas become subdivided into even finer parcels, our agents had to consider piecing together new rights of way in fee. Many new problems you have helped us to anticipate. Every new problem you have helped us to solve.

Your reward has, in most cases, been additional work. This may sound ironic, but I think it is basically true. Your natural aptitude for negotiation has sometimes landed you the additional duties of land, tax and insurance management, plus other small duties peculiar to your particular company. Seriously, the additional duties must be considered in their true light — as evidence of management's confidence in your ability to perform them.

I sincerely believe in the future of the pipeline industry, right of way personnel will be called upon more and more for assistance in the preparation and negotiation of contracts and agreements associated only indirectly with right of way acquisition. Some of you are attorneys. Many more are not. In either event, your experience with previously unforeseen problems and your ability to anticipate them is of great value to your management. No doubt you will play a greater role in the planning of joint uses of rights of way, lands, and facilities. You will be involved in leases, purchases and sales of major facilities themselves as well as in the assignment of the accompanying rights. In the future, no doubt, you will find the number of public and quasi-public entities increasing in proportion to our economic growth. It is inevitable that you will face an endless new variety of navigation districts, flood control agencies, levee boards, public park commissions, zoning and planning commissions, and so on and so on, ad infinitum. More of your time will necessarily have to be spent in negotiation and planning with all public agencies in order to provide for logical expansion of your respective facilities. Your work as acquisition specialists will never cease to be affected by invention and innovation. Construction equipment will continue to improve. New materials will continue to be used in the manufacture of pipe, fittings, coatings and inhibitors. Some of these will even have marked influence on others. For example, we are now using a very successful inhibitor in one of our products pipelines. To meet the requirements of higher combustion engines,

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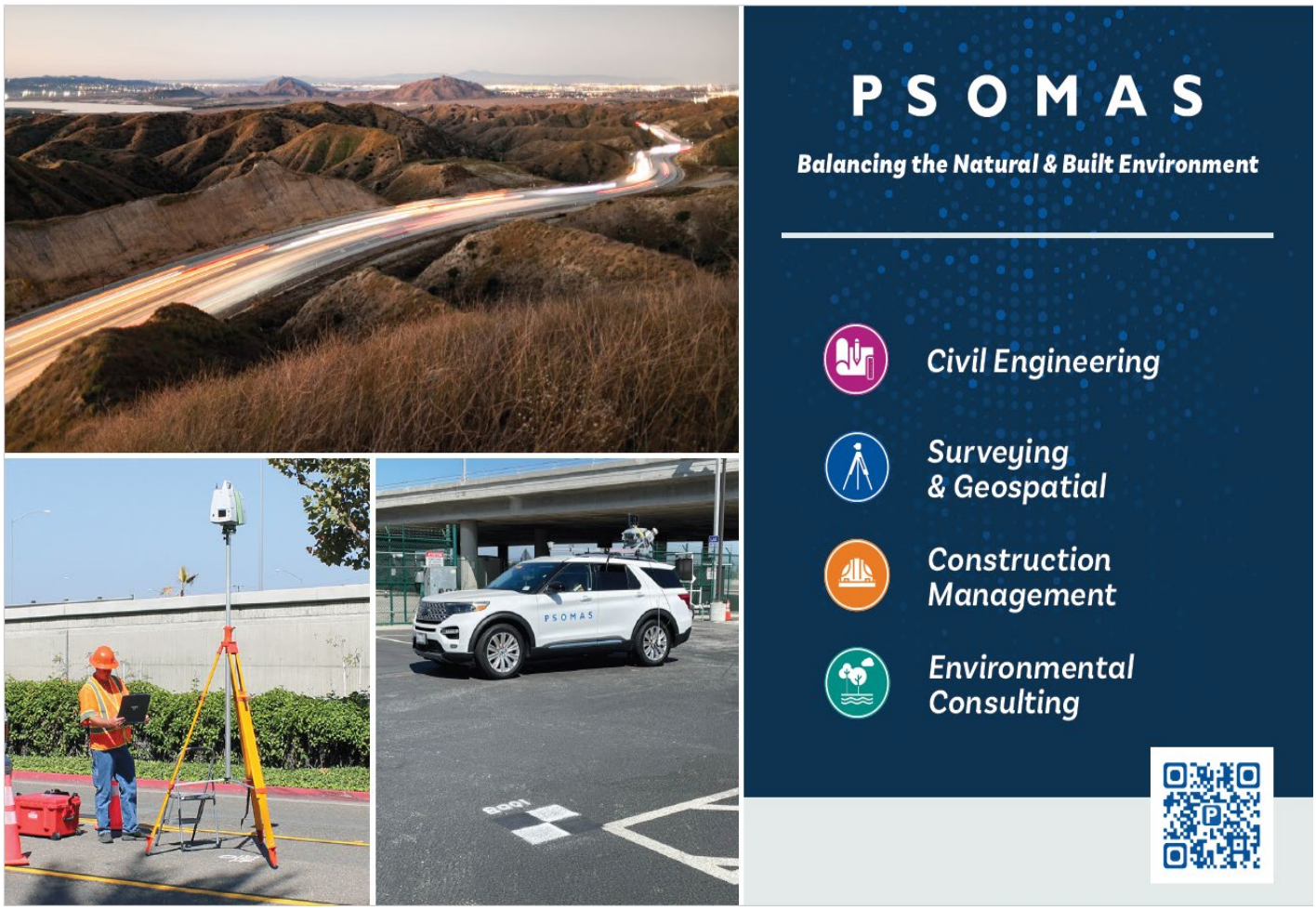

President's message… (continued)

competitive spirit! We discussed several topics, including the creation of new task forces that focus on certain needs within the organization as well as a new and improved credentialing system that will be rolled out in the near future.

We also have our annual Tri-Chapter Luncheon, which will be hosted by Chapter 1 this year. It will be held on December 10, 2025, at the Huntington – Haaga Hall in San Marino. I hope to see you all there.

All the best,
Ramie Dawit, SR/WA
Chapter 57 President 25/26

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a new additive is now needed in the product being transported. The additive, however, is not compatible with the inhibitor or change the injection point of the additive. Research will solve this problem, and many more, quickly. Upon solution, however, more injection sites and more tank sites could be necessary — adjacent to already crowded terminals. The right of way man thus will face new problems brought on by improved products.

I believe it is imperative that we consider briefly the impact of legislation upon you as right of way men and as citizens. To my knowledge, new bills affecting the oil and gas industry have been introduced in the legislatures of 47 of our 50 states since January 1, 1961. It is neither practical nor desirable for me to undertake a detailed discussion of them here. Some of the bills affect taxes, some affect production. I am informed that others closer to your hearts affect condemnation arbitration and documentary fees. Some of the bills will be tabled, some will be defeated, but some will pass. My greatest fear is that some which are discriminatory against our industry and detrimental to our economy will pass because of our failure to properly inform the public of the facts.

Your assistance here is vital. It is imperative that you keep yourselves and your employers informed of pending legislation. In your daily contacts you rub shoulders with people in every conceivable walk of life. Management is greatly dependent on you to leave the proper impression of the pipeline industry in the mind of the public. Your past accomplishments in the field of public relations have been wonderful. Your future accomplishments must be even greater to keep pace with the new problems and legislative pressures that will inevitably confront us.

Still looking into the "sixties," I would like to comment on another wonderful undertaking of the American Right of Way Association — that of Land Economic Studies. We have observed with admiration of the wealth of material that is being accumulated now with respect to highway right of way acquisition. For selfish reasons, we are looking forward to the time, already planned, when a similar concentrated study of the effects of pipeline right of way acquisition on land values will be completed. It will be a long and arduous study we know. We sincerely believe that the results achieved will more than justify the effort. This Association is to be congratulated for its foresight in initiating such a study.

Excess Personnel

The second point I want to discuss is pipeline management's vital concerns with our excess personnel. I have purposely begun my discussion about pipelining in its infancy — tried to bring it up to date — and shortly will project it into the future. What I have neglected to say up to this point is that, generally, these miraculous improvements have come about accompanied by a reduction in personnel. I hasten to add that these improvements have come coupled with a decided improvement in the quality and capacity of our personnel. I hasten to add, also, that I am speaking of total personnel, not just those engaged in right of way acquisition.

It has been our experience that a permanent employee is a happy and productive employee. This does not mean that the most productive employee is the one who sits in one location throughout their entire career. We have found that movement from one area to another and familiarization with new duties tends to broaden most employees and sharpen their capabilities. By the same token, we have found that an employee periodically hired and then laid off to meet a fluctuating workload has difficult time achieving maximum output.

What am I driving at? Simply this — the pipeline industry has been forced to meet the peaks and valleys of construction schedules and the fluctuation of producing days by developing a hard core of key personnel. These personnel must be flexible, versatile and adaptable. They must be able to supervise others well and to adjust their living conditions to changing economic and industrial conditions. They must be interested in modernization and automation in order to achieve continued growth in a highly competitive industry. We can no longer afford the luxury of large investments in machinery and tremendous expenditures for salaries and benefits for crews by standing by for the next construction project to be conceived.

At this point, perhaps, you are entitled to wonder what all this has to do with right of way acquisition for pipelines. We have pointed out that acquisition is becoming more complex daily. We are not so naïve as to think that a machine is to replace our negotiators. We surely cannot think that more negotiations can be accomplished with fewer people. What we are thinking, however, is that perhaps more of the negotiator's time can be spent negotiation. It behooves the industry to look at ways and means of simplifying filing of the myriad instruments we have executed annually. It behooves us to eliminate any duplication of effort in our acquisition work. It behooves us to spend more time in planning and less time in changing plans after construction is begun. It behooves us to take advantage of modern means of communication and transportation. It behooves us to take a long look at the contract services available in various phases right of way planning and acquisition.

I approach any discussion of the last remark with caution. You have only to refer, however, to the article entitled "Right of Way Service Business Bustling" in the December 30, 1960 issue of "Petroleum Week" to realize that the use of contract acquisition services is receiving close scrutiny from the pipeline and other industries. In our own company, we have been fortunate in that we have always been able to meet our acquisition schedules with a small force of our own right of way specialists. Other companies, particularly some of the larger gas transmission companies, have not been able to do so. In peak periods of acquisition, they have had to employ extra men temporarily or employ contract services. I know that some pipeline companies favor the use of the acquisition contractors and others do not. The best thought I am capable of leaving with you is this: it is my opinion that in our right of way works, as in other phases of pipeline work, we will ultimately become dependent on the small, hard core of our won right of way specialists. These specialists will be versatile and maneuverable. They will become adept at flying long distances to close transactions and be back at the office looking calm and unruffled for the meeting the next morning with an irate land developer with problems of his own. They will become adept at planning. They will work ever closer with a variety of public agencies and related companies. They will become adept at supervising and coordinating the efforts of contract employees in the same manner that our key construction personnel have done.

There is some concern among pipeline people as to whether contract acquisition can be accomplished with the same resulting public relations that our own people have accomplished. I have pointed out earlier that our public

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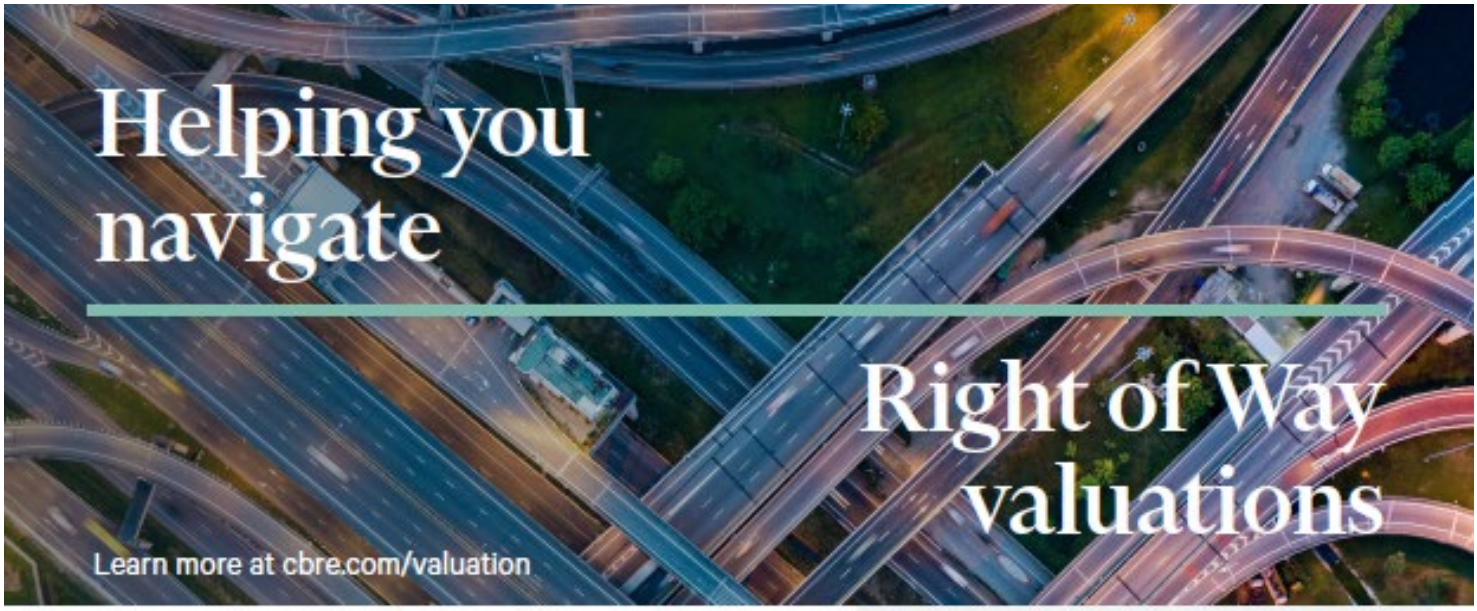

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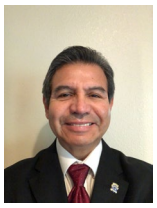
Member Spotlight!!

Hello my fellow Chapter 57 members!

In this issue, I am happy to have
Joe Villegas, MAI,
in our "Member Spotlight!!"



Joe has been a member of IRWA since 2008 and is one of Chapter 57's past presidents (FY 2013/2014).

Joe says that since becoming a member, his career has benefited from the networking. Some of "the members have recommended [him] to do their firm's right-of-way appraisals."

The "fellowships" Joe has development and enjoyed through the years are what Joe likes mots about being a member of IRWA.

When asked, what has been her biggest professional achievement? Joe says it was "earning [his] MAI designation." When asked about his future goals/aspirations, Joe says he wants to earn his Senior Right-of-Way (SR/WA) designation.

When you are as busy as Joe is, you find it challenging to "[find] the time to take the Right-of-Way courses." Joes says that this is the biggest career challenge he has to overcome.

Fun fact: Joe enjoys "taking [his] granddaughter to the ice skate rink twice a week and watching her practice." I know I speak for all of the grandparents out there (of which I am one), watching your grandkids do just about anything is the highlight of your day.

The quote that keeps Joe's life in balance is "always keep an attitude of gratitude." Being grateful for the small things helps you appreciate the bigger things this life has to offer.

Pat's advice to new members is "to find a mentor. We all had one when we started our appraisal careers."

This has been a brief look into Joe's life. It's been great getting to know more about Joe. A kind, gentle soul you would ever want to me. His grandkids are so lucky! 😊

Signing off for now,
Sheryn Smay, SR/WA
Chapter 57 Newsletter Chair

Did you enjoy the last venue? We would appreciate any feedback you'd like to give. Please reach out to any Board member.

IRWA Chapter 57
Sheryn Smay, SR/WA
Newsletter Chair

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relations, and your role in them, are a major concern to us. I cannot help but recall that early pipeline construction contractors often did not pay enough attention to public relations. Those who did, or improved their attitude, survived and flourished. It seems logical that the same thing will be true of acquisition contractors. Experience will soon tell the effects on public relations.

I hesitate to predict what will be the industry's ultimate reliance on outside acquisition services. I am inclined to think there is a definite place in the field for both contract and company specialists. Although I do not know the exact point, I believe that there is a relatively exact point at which the gears of the two forces will mesh with favorable results. As our industry expands, and as the forces of competition narrow the limits of profits from non-productive efforts, this point will of necessity be reached. The location of the meshing point will depend not only on forces within the industry but on the contractor's ability to render satisfactory service at satisfactory prices.

I cannot leave the discussion at hand without stressing one additional point. I have discussed management's concepts of right of way acquisition as an integral part of pipelining. That is not to say, however, that management does not realize that there are many factors that are peculiar by their very nature to your acquisition work. I do not wish to imply that all acquisition problems can be measured or solved by the same yardstick used in construction problems. No one realizes better than I that your work brings you in contact with every conceivable facet of human emotion. Management is certainly aware of the fact that personalities give rise to problems which are neither black no white. Solutions must be sought accordingly.

In all sincerity, I am compelled to admonish the professional, however, that the right of way agent who holds their head in both hands and moans that right of way work is not what it used to be has, for all practical purposes, begun their retirement. They are correct in one thing — the work is not altogether what it used to be. We have observed here that welding machines are not what hooks and tongs used to be. Neither is metering what line gauging used to be. Microwave is not what telegraph lines used to be. It may be feasible soon to converse over voice channels on the physical pipeline itself, or over a beam of light such as "laser" or "maser." The communications will not even be what microwave used to be. We live on a rapidly revolving planet in an ever-changing universe. A ride in a space capsule bears little resemblance to a Sunday drive in the country in a surrey with the fringe on top. The principal similarity in the two modes of transportation is that each will get you from here to there. We must adapt our mode of life and our method of working in accordance with our scientific achievements. There was never a group more capable of rapid transition than this group. Your every success has depended on your ability to meet changing conditions. None of us will outlive new challenges in this respect.

This seems a logical time to project our thoughts into management's ideas for the future with relation to right of way acquisition. Heretofore, I have been able to illustrate my remarks with descriptions of events more or less familiar to us all. From this point on, I must approach the realm of supposition. My suppositions, however, are founded on the past and present conditions just described.

Future Growth

The final thought I want to leave with you, then, concerns the area of future growth of the pipeline industry. The industry earlier was concerned chiefly with the transportation of crude oil and gas from production to refining centers. It is now vitally concerned with the transportation of finished products from refining centers to marketing areas. This means that new lines and pumping stations are needed. Many will be constructed to meet the need. To those of you in right of way work it means even more than that, though. It means that urban and even metropolitan centers will not be dodged as they were in early cross-country crude and gas line construction. They will be deliberately aimed at in order to deliver products to the consumption centers by pipeline. Handling and reloading costs must be cut. Storage costs need to be reduced. Tank wagon deliveries of motor and aviation fuels need to be kept to a minimum if the marketers are to keep petroleum fuel prices competitive, and at the same time meet rising labor and manufacturing costs. These are very real challenges to the pipeline industry.

We anticipate construction of longer products pipelines passing adjacent to as many bulk stations as possible. We anticipate automatic or semi-automatic hydrant draw-off facilities. We anticipate lateral delivery lines to airports and other major fuel consumption points. The impact of such plans on right of way planning and acquisition is almost staggering. Gone forever are the days when a pipeline project was planned as a perfectly straight line between two points. Gone, too, are the days when right of way acquisition cost was infinitesimal part of the project. Fast disappearing are the times when most landowners lived on their farms and could be contacted, and transactions closed almost in the twinkling of an eye. We are facing more and more acquisition in urban and industrial areas. Our problems will multiply accordingly, and you and I must solve them as they arise.

The discussion of products transported by pipeline so far has been, confined largely to motor fuels. Consider with me now, if you will, the growing need for pipelines to transport the myriad volatile and inert gases, the petrochemicals, gilsonite and even solids such as gypsum, coal and wood pulp. The transportation of some solids in slurries through pipelines is already a reality. Coal is handled by pipeline in Ohio. The feasibility of transporting grain and other solids in under constant study. No doubt many such pipelines will be constructed as relatively short plant facilities. The ultimate length of others will depend only upon our ability to acquire rights of way and to construct and operate the lines at a saving to the marketer, and at a profit to the pipeline industry. Closely connected to this subject are the marked potentialities of underground cavern storage of gases. Most of these innovations in pipeline transportation will require additional right of way acquisition. They will present new challenges to those acquiring it. There is no limit to the possibilities of moving products through underground pipeline just as there is no limit to the economic possibilities of the space age.

Let us sum up briefly what has been covered. First, we have entered the "sizzling sixties" and right of way people have responded well during the transition period. More versatile and more highly educated personnel will be needed in the future to accomplish

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SAVE THE DATE!
Tri-Chapter 2025

Be sure to save the date for the Tri-Chapter Luncheon!
Hosted by our Friends and Colleagues at Chapter 1

Date
Wednesday, December 10, 2025

Place
The Huntington - Haaga Hall
(1151 Oxford Road, San Marino)

Event Contact
Alana Edwards (Aedwards1@socalgas.com)

Your ticket will include a delicious catered Italian buffet-style menu, drinks, and admission to the stunning botanical gardens and galleries.

http://www.irwa57.org/

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acquisition and to further our cause of good public relations. Second, just as any other rapidly expanding industry, the pipeline industry must be able to depend on a hard core of experts. In peak periods of constructions, we will have to call upon contractors — even perhaps for right of way work. Contractors must be able to perform equally with our own experts both in acquisition and relations. And finally, yesterday's growth in our industry was predominately in crude oil and gas transportation. Today's growth is in the field of refined products. Tomorrow's will depend on petrochemicals and products other than petroleum. There is no reason why these challenges will not be met by this organization. The very nature of this Association lends itself to transition. Our keynote is education. Education and research may well provide the base materials for a fulcrum on which the teeterboard of our industry will totter one way or the other. Keep yourselves informed. Keep abreast of legislative trends as you keep abreast of agricultural conditions. Observe conditions in other states as you do in your home state. Broaden yourselves at every opportunity. Anticipate new problems. Do these things, and it will seldom be necessary to urge your individual management to back your plans and to take you into consideration in theirs. You will find that the two fit together, hand in glove.

In anticipating the solution to future problems that we will all face, I am reminded of a statement made a while back in one Chapter's newsletter. It said that we have three ways of meeting a domestic crisis — suing for divorce, having a good cry or rearranging the living room furniture. Applied to our industry, we cannot divorce ourselves from new problems, and crying about them will accomplish nothing. The third solution, however, has possibilities. We can rearrange the living room furniture, so to speak. We can and must rearrange out thinking, our equipment, our capital and our personnel to keep pace with an expanding economy and perpetually new industrial horizons.

William S. Spangler was born in Pittsburgh, Pennsylvania, where he graduated from Carnegie Institute of Technology in 1933 with a Bachelor of Science degree in mechanical engineering. He was elected as president of the company on April 1, 1960. Mr. Spangler is a charter member of Gulf States Chapter 8.

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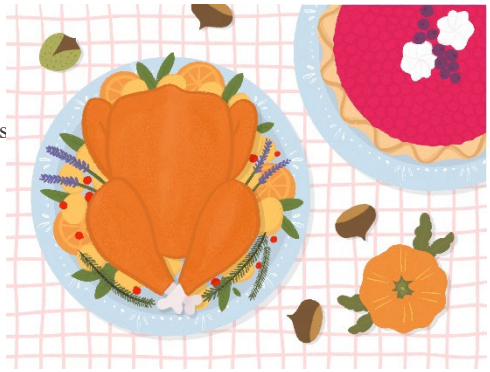

UPCOMING EVENTS

Chapter 57 Membership Luncheon
Victoria Club
November 20, 2025

Tri-Chapter 2025
The Huntington – Haaga Hall
December 10, 2025

IRWA 72ND Annual International Education Conference
Omaha, Nebraska
June 26-29, 2026

INTERNATIONAL RIGHT OF WAY ASSOCIATION
CHAPTER 57

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Past President 2022-23	Hector Casillas, SR/WA
Past President 2021-22	Matt Nusenow, P.E.
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