



HOLING

THROUGH

JULY, 2004

NEWTOWN CREEK WATER POLLUTION CONTROL PLANT SITE OF MOLES' 2004 STUDENT'S DAY

Early on Friday morning, April 23, 2004, Chairman Joe Malandro and the members of the Education Committee began arriving at the Polonaise Terrace, a catering facility located in Greenpoint, Brooklyn. Greenpoint is an old and large Polish residential community which also has an industrial area in which is located a large sewage treatment plant, put into service in 1967 on a 36 acre site. We used to call these plants Sewage Treatment plants but the terminology has changed and they are now called Water Pollution Control Plants.

The original plant was designed to treat an average annual flow of 310 mgd, and to provide 60% removal of biochemical oxygen demand (BOD) and 70% removal of suspended solids (SS). Under the Plant Upgrade Program, the plant will provide 85% removal of BOD and SS meeting federally mandated secondary treatment effluent criteria. To achieve this, the Plant will include a new battery of aeration/final tanks, a new central residuals facility and new sludge handling facilities. In addition, the existing aeration/final tank batteries will be reconstructed to match the new battery. The modified Consent Judgment, dated June 12, 2002, calls for achieving secondary treatment standards by December 31, 2007.

To accommodate the new facilities, the site was expanded from the prior 36 acres to 53 acres. Design started in March 1996 by a Joint Venture of Greeley and Hansen - Hazen and Sawyer - Malcolm Pernie. Construction commenced in September, 1998. Construction contracts, totaling \$1.5 Bil. have been let to date and of course Moles' member firms hold the contracts for the major civil/structural work on the site.



Skyline at Newtown Creek Plant



Moles member Bob Brungraber (retired Professor at Bucknell University) with Bucknell students and faculty

COMMITTEE MEMBERS FOR 2004

The following Committee assignments have been made for the current year.

AWARD COMMITTEE: Chairman, Salvatore Mancini, Vice Chairman, Alfred H. Brand, Members at Large, Zohrab B. Marashlian and Janice L. Tuchman

MEMBERSHIP COMMITTEE: John A. Rupich, Chairman, Arthur B. Corwin, Vice Chairman, Henry E. Adams, Gary Almeraris, Louis S. D'Amico, Richard D McDonald, Paul S. Pedini, Thomas F. Peyton, Robert A. Pond and Stephen G. Price

PROGRAM COMMITTEE: William V. McGuinness III, Chairman, James H. Hughes, Vice Chairman, Hugh P. Caspe, John Civetta, Jr., Peter W. Deming, Richard H. Di Louie, Jr., Matthew M. Neumann, John R. Roma and Paul C. Schmall.

FINANCE COMMITTEE: Everett G. Cruz, Chairman, Ronald A. Gottlieb, James E. Kelly, Jr., Val S. Mc Whorter, George P. Neumann and Peter K. Tully.

EDUCATION COMMITTEE: Joseph F. Malandro, Chairman, Michael M. McHugh, Vice Chairman, John Bidosky, Michael J. Chow, Alfonso Daloisio, Jr., Cesare De Rose, Sr., Edward P. Forte, Burton P. Kassap and Edward S. Plotkin

PUBLICITY COMMITTEE: Robert E. Alger, Chairman, Joel Moskowitz, Vice Chairman, Andrew F. Catapano, Thomas A. Gelormino, Thomas J. King, Galyn G. Rippentrop, Glen Vogel and Andrew Walker

"We make a living by what we get, but we make a life by what we give"

Winston Churchill

**Remember the Moles
Scholarship Fund**

A MOMENT OF SILENCE

WILLIAM D. ALEXANDER died on December 9, 2003 in Pawley's Island, South Carolina, at the age of 92. After graduating from Virginia Military Institute, he embarked on a long career with the Army and Air Force, retiring in 1962 as a Colonel. He then went to work and became a Partner in SSV&K Consulting Engineers (predecessor of STV). Among other organizations, he was a Member of the National Academy of Engineering.

JOSEPH C. CATALDO died on June 5, 2004, in Southbury, Connecticut just short of his 87th birthday. He spent most of his career in the New York City area working as General Superintendent on foundation projects for Ingram & Greene. Later in his career, he worked for Kerr Construction Company. His peers considered him "Outstanding in the field of heavy construction from both technical and practical standpoints".

ELMER A. ISAAK, died on May 20, 2004 at the age of 91. Upon graduation from Cornell University, he began a 53 year career with Madigan-Hyland, a New York City consulting engineering company, which became Madigan -Praeger and eventually became a part of URS Engineers. In 1981, Elmer was named Chairman of the Board of URS Engineers, which has subsequently become a major transportation engineering company. He was very active in ASCE and served as President of the Metropolitan section in 1971.

The Moles office learned of the recent death of **EUGENE J. PELTIER**, retired U.S. Navy Rear Admiral and former Chief of the Bureau of Yards & Docks and Chief of Navy Civil Engineers. He was about 94 years of age at the time of his death. After retiring from the Navy in 1962, he joined Sverdrup & Parcel, where he was named President in 1967 and served until his retirement in 1975. He was a Member of the National Academy of Engineering and an Honorary Member of ASCE.

THE MOLES

Holing Through is published by The Moles three times a year: April, July and November. The Moles is an organization of people engaged in Heavy Construction. Its purpose is to promote better acquaintance among individuals engaged in heavy construction to the end:

- That past and future friendships and a spirit of fraternization among the members be fostered.
- That meetings and other gatherings be held to exchange construction information and promote good fellowship among the members.
- That advancement of the Construction art be achieved, and outstanding performance be recognized through awards and otherwise.
- That the youth of our country be encouraged to participate in heavy construction by a multi purpose program of education in cooperation with engineering colleges and other associations.
- That, in the public interest, standards of construction shall be raised both as to engineering and business ethics.

The Moles' office is located at 577 Chestnut Ridge Road, Woodcliff Lake, New Jersey 07677. Telephone: 201-930-1923 Fax: 201-930-8501 Executive Director and Editor of Holing Through: : Gerard J. Carty, P.E.

Students Day - Continued from page 1

COMPANY	AMOUNT
Silverite Construction Co.	\$124,000,000.00
Pegno/Tully JV	304,490,000.00
Picone/McCullagh JV	195,610,000.00
Pegno/Tully JV	37,041,000.00
Slattery/Perini/ Picone-McCullagh JV	493,000,000.00

The Education Committee had held a "dry run" two weeks earlier. On that day, the itinerary for the site tour on Student's Day was established and it was determined where the eight stations would be located at which the students would gather to learn the details of the work being performed at that location. A person familiar with the work would be located at each station and a drawing showing the work would be mounted on a sheet of plywood.

On Students Day, Joe Malandro and Committee Vice Chairman Mike McHugh got out on the site early to assure that everything was in order. At about 8 A.M., students from the various colleges and universities began to arrive with the following in attendance:

SCHOOL	NUMBER
Bucknell University Lewisburg, PA	19
City College - NYC	7
Columbia University, NYC	6
Hofstra University Hempstead, NY	2
Lafayette University Easton, PA	24
Manhattan College, NYC	30
NJIT - Newark, NJ	19
Polytechnic University, NYC	13
SUNY - Delhi, NY	13
Union College Schenectady, NY	7
US Military Academy West Point, NY	38
US Coast Guard Academy New London, CT	29
Total	207

Coffee and pastry were provided and the program got underway at 8:45 A.M. with welcoming remarks by David B. Tweedy, First Deputy Commissioner of the NYC DEP and by Edward Cruz, President of The Moles. This was followed by a presentation of the design and construction features of the project presented by Jimmy Pynn, NYC EPA Plant Superintendent, Carmine Marra of

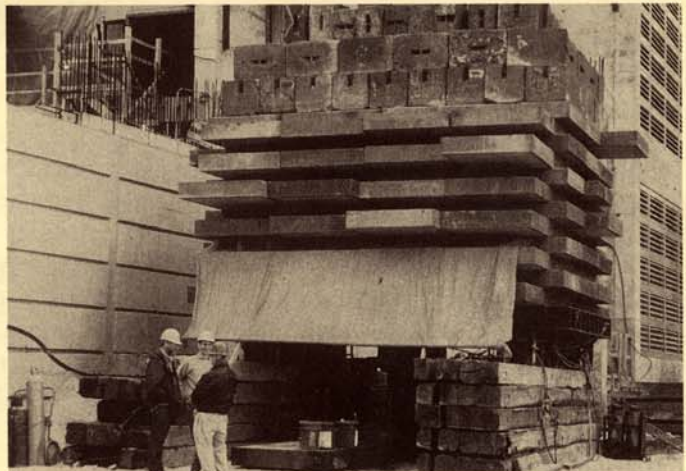
Malcolm Pernie, Construction Manager and Dominick D'Argenzio of Mueser Rutledge Consulting Engineers, Site Geotechnical Engineers.

The students and faculty members were then split into eight groups of about 25 persons each and were dispatched in a staggered manner from Polonaise Terrace for the approximate half mile walk to the site. Each group was escorted by two to three Moles members. This same project was the site of the 2003 Student's Day but there was nothing repetitious about the site visit because of the changes that had taken place over a years time. Also, the students in attendance this year were a different group from those in attendance the prior year.

After the site visit, everyone returned to Polonaise Terrace for lunch. This was a good opportunity for the students and faculty members to discuss the days activities with Moles members and DEP personnel and to present and have answered any questions they had about The Moles and the project.

Students went home with their hard hats and a special souvenir to commemorate the day, a pocket engineer's scale, etched with *The Moles Student's Day - April 2004*. Surely, like the hundreds of students who have attended Student's Day in years past, they will forever remember The Moles.

Thanks are due the many Moles member firms who were generous in donating hard hats and to the following Moles members (not members of the education Committe) who volunteered as guides: WES BERMEL, AL BRAND, BOB BRUNGRABER, DAVE CACOILO, HENRY CHEUNG, JOHN CHOW, JOHN DONODOE, ED FORTE, KEN LIEB, JOE MC CANN, JOHN MOORE, JOEL MOSKOWITZ, and PAUL SCHMALL



Pile Load Test - One of eight stations visited by students

NEW MEMBERS



**Front Center: Denise Cruz Serpico Left to Right: Front Row : Henry Cheung, Walter Rogstad, Bruce Grimaldi, Kurt Conti, Michael Traylor, George Harms, Thomas Tuozzolo, Kirk Junco
Back Row - Thomas Maxwell, Franklin Grynkewicz, Seth Pearlman, Michael Flaherty, George Yoggy, Raymond McCabe Henry Massman**

LESTER M. BRADSHAW is President of Bradshaw Construction Corporation, Elliott City, Maryland, a heavy construction company specializing in tunnel construction for the utility and transportation industries. He earned both Bachelor and Masters Degrees in Civil Engineering from Georgia Institute of Technology and a Masters Degree in Business Administration from Harvard University.

HENRY CHEUNG graduated with a Civil Engineering Degree from the University of Manchester and with a Masters Degree in Civil Engineering from the University of British Columbia. He is currently serving as Project Executive for Perini Corporation on the \$300 Mil. Airtrain Terminal at Jamaica Station, New York.

KURT G. CONTI is CEO of Conti Enterprises, Inc., a heavy, civil and infrastructure construction company located in South Plainfield, New Jersey. He is a Civil Engineering graduate of Villanova University.

MICHAEL FLAHERTY is employed by Bovis Lend Lease as a Senior Project Superintendent in the New York City area. He earned an Associates Degree in Construction Architectural Engineering from the State University at Farmingdale, New York.

J. BRUCE GRIMALDI's career has spanned working for the Navy Civil Engineering Corps in Vietnam, to being an Area Manger for Kiewit, to Chief Engineer of the Massachusetts Turnpike Authority and to his current position as Vice President of J.F. White Contracting Company. He is a Civil Engineering graduate of the University of Massachusetts.

After a long career with GZA Geoenvironmental, FRANK M. GRYNKEWICZ joined Jay Cashman, Inc., where he is Vice President and Chief Engineer. He earned a Bachelor Degree in Geophysics from the University of East Anglica (England) and a Masters Degree in Civil Engineering from Northeastern University.

GEORGE HARMS founded George Harms Construction Company, at the age of sixteen and over the past 45 years has formed it to be one of the largest heavy construction contractors in the State of New Jersey, performing major bridge construction contracts throughout the state.

KIRK D. JUNCO has been with The Lane Construction Corporation for the past 25 years and currently serves as Vice President overseeing the company's work in Virginia, Maryland and the Washington, D.C. area. He earned his Civil Engineering Degree from Clarkson University

HENRY J. MASSMAN IV is President of Masssman Constriction Company, Kansas City, Missouri, an old line firm engaged in heavy construction projects throughout the country with a long history of completing difficult Lock and Dam projects in the Midwest. He is a Civil Engineering graduate of the University of Notre Dame and a past President of the Beavers.

Starting as an Estimator for Slattery in 1969, THOMAS J. MAXWELL, quickly moved out into the field taking on assignments in Washington, D.C., Boston, Atlanta and of course in New York City, where he is now Project Superintendent on a \$160 Mil. power plant project. He received an Associates Degree from Construction Technology from the State University at Farmingdale.

RAYMOND A. MC CABE is Senior Vice President and National Director of Bridge & Tunnel projects for HNTB, following in the footsteps of his uncle, Gerard Fox, a noted bridge designer, now retired. Raymond earned his Civil Engineering Degree from City College and a Masters Degree in Structural Engineering from Polytechnic University.

After a seventeen year career with Nicholson Construction Company, SETH PEARLMAN took on the position of President of DGI-Menard, located in Bridgeville, PA, a firm specializing in ground improvement projects. Seth earned both Bachelor and Master Degrees from Carnegie-Mellon University.

With a long career in underground construction. WALTER D. ROGSTADT is currently Northwest Division President of Frontier Kemper Constructors, Inc., located in Seattle, Washington. He holds both a Bachelors Degree in Building Construction and an MBA from the University of Washington.

DENISE CRUZ SERPICO is a Project Manager for E.E. Cruz & Company, Holmdel, New Jersey. She earned a Civil Engineering degree from Rutgers University and is a Past President of the Utility and Transportation Contractors Association of New Jersey.

MICHAEL T. TRAYLOR is Vice President and Underground Division Manager for Traylor Bros., Inc., whose main office is in Evansville, Indiana. Michael operates out of offices in Los Angeles where he has overseen major underground projects. He graduated from Duke University with an Interdisciplinary Degree in Civil Engineering and Geology

Following a career with Schiavone, Spencer, White & Prentiss and J.E. Breneman, THOMAS J. TUOZZOLO, joined Moretrench American Corporation in 1998 and is Vice President and Geotechnical Division Manager. He received his Civil Engineering Degree from New Jersey Institute of Technology.

GEORGE D. YOGGY has spent his career directly involved in shotcrete and concrete applications for underground and heavy construction projects and for the repair of concrete structures. He attended Wheaton College and is a past President of the American Underground Association.

Congratulations On Your Election to Membership in The Moles

New members can be justly proud of their admission to membership in The Moles. Like other professional organizations, one can gain membership solely on the basis of personal accomplishment and reputation.

The admission process is rigorous. A candidate must be nominated by a member and must also have the support and recommendations of four other members. When the application package is complete, it goes before the Membership Committee. This committee meets four times a year, in June, September, October and February (The Moles year commences on May 1 of each year). The Membership Committee discusses at its meetings the qualifications of the various candidates and each member rates, on a scale of 1 to 10, his evaluation of the candidate's qualifications. Those with the highest ratings are then sent to the Executive Committee for rating (again on a 1 to 10 scale) by that group. At its April meeting, the Executive Committee is presented with a tabulation of the ratings and starting with the highest rating in each category of membership (Heavy Construction, Engineering, Sales Representative and Associated Occupation), goes down the list of candidate and accepts into membership those with the highest ratings consistent with the number of openings existing in each category at that time.

CLAMBAKE TUESDAY August 3, 2004

TRAVERS ISLAND

•
**REGISTRATION
11:30A.M. TO 5:30
P.M.**

•
**LUNCH
11:30A.M. TO 2:00
PM.**

•
**OUTDOOR GAMES
2 P.M. to 5 P.M.**

•
**TENNIS
TOURNAMENT**

•
SOFTBALL GAME

•
**TUG BOAT RIDES
Noon to 5 P.M.**

•
**SURF & TURF
DINNER
SERVED AT 5:30 P.M.**

**GOLF AT LEEWOOD
GOLF CLUB and
PELHAM COUNTRY
CLUB IN A.M.**

**COME OUT AND
HAVE A GREAT DAY**

CONTINUATION OF THE TRAVELS OF JAMES E. GIBBONS

In the April 2004 issue of *Holing Through*, we commenced the travel log of a three month trip made by Moles member James E. Gibbons to the Far East in 1936. We ended that account with his arrival in Shanghai, China on September 8, 1936.

The neighbor of longtime Moles member, Gerard Fox, happens to be James E. Gibbons III who, after seeing the article in *Holing Through*, wrote the following letter to The Moles:

I am James E. Gibbons III, Mr. Gibbons' third son. I graduated from Manhattan College with a CE degree, spent 4 years in the Army and attended Fordham Law School where I received a law degree and was subsequently admitted to the bar. I have had a long career mostly in finance and banking. My brother, Gene, was a member of the Moles for quite some time, prior to his death in 1990. Among other things, Gene was Public Works Commissioner for Nassau County.

My father was a general contractor who built several sections of the IND Subway. One section relates closely to the Moles. It was a line from Queens Plaza, Long Island City, down into Brooklyn and entailed tunneling under Newtown Creek, an active commercial water way. Information supplied to bidders indicated the tunneling would be though solid rock. In fact it was decomposed rock necessitating the use of massive steel shields. The procedure was to jack shields forward, muck out the area and then build the tunnel structure. In the early days of construction, the way down into the tunnel area was in a bucket of a crane. A lift was ultimately installed. So you can see it was truly a mole operation.

Jim Gibbons, thank you for your letter. You can be justly proud of your father's accomplishments as a contractor and we appreciate him sharing with The Moles his experiences of travelling to the Far East in 1936.

Editions Comment: How much has the construction and tunneling business changed over the past 70 years?

Back to James Gibbons travel log.

At Shanghai, September 9, 1936. *Awoke early this morning (at Cathay Hotel) - this place is as quiet as Times Square at its noisiest - Breakfast in room was regular*

ceremony - took 3 Chinese boys to serve it - Raining very hard - watched several construction operations and handling of materials at dock - Strange craft in Soochow creek (Like Newtown Creek) - Everything hand labor - Must be contractors paradise - No labor unions no machinery salesmen - Gang driving piles by hand - 16 men on scaffold lift 300 lb weight by ropes - 4 men on ground guide weight - Foot walk (ramp) straight up 8 stories - Whole town on wooden piles - Some large buildings have settled 18 to 24 inches - No damage - Settlement uniform - Many fine buildings - Fine business streets - One occupied principally by women's underwear merchants - Nicknamed "Uundie Lane" or "the street of a million Nighties" - returned to hotel - read advertisement in Shanghai paper "Come in and have your lips tatoood - Six colors - Guaranteed permanent - Also makes lips nice and soft - Got phone call from Mr. & Mrs. Laycock (the lovely couple met on the ship - Insisted have dinner at their home - lovely home in private park (about 7 homes, called a compound) - Darkness had fallen but could see that grounds were beautifully laid out and kept - Spent lovely evening - returning to hotel saw the greatest display of neon signs imaginable - probably the greatest anywhere in the world.

Next day started on tour of Native city - Narrow crooked streets - many old looking stores - Trading in sale and exchange of many queer things such as crickets - Put in small containers and made to fight - birds very popular - live caterpillars - Open air barber shops and innumerable oddities - Also unmentionable ones - I was big attraction wherever I tried to take a picture - beggars galore (some leprous) follow you everywhere - Paid a visit to the Confucian Library because of Charley Goodman's interest in Confucius

EDITORS NOTE: Charley Goodman was the founder of Grow Construction Company, a tunneling contractor. He was succeeded by his sons, Robert and William Goodman, both Moles members. Robert Goodman had two sons: Andrew Goodman and David Goodman. June 21, 2004 marked the 40th anniversary of the murder of Andrew Goodman, along with Michael Schwerner and James Chaney, in Philadelphia, Mississippi by the Ku Klux Klan because of their efforts to register black voters. It was the subject of the movie "Mississippi Burning".

David Goodman, Robert Goodman's younger son, is a civil engineer who spent his early career with Grow Construction Company, prior to his founding United American Energy Company, a developer of power plants across the country. He is currently serving as a Co-Chairman of the Moles Scholarship Fund.

(Continued on following page)

GIBBONS TRAVELS (continued)

Back to the travel log.

Returned to town and had lunch with Mr. Laycock and several of his friends - This club claims the longest bar in the world - Some bar and very crowded at certain hours - Rickasha back and forth - Coolies should have brakes in slippery weather - Passed area bombed by Japs in 1932 - Japs not granted a concession here like other nations - Chinese keep watching these with unconcealed awe and fear - Japs swagger by in bully like manner - Spent afternoon taking pictures of streets and river scenes - Returned to hotel for rest - Packed - Left for North Station - Place a beehive of activity with natives - R.R. Station modern - Surprisingly clean

Left on BLUE EXPRESS for Peking at midnight - 40 hour trip - China has oldest civilization in the world - Also the oldest sleeping car in activity - this is IT - Dim lights - brightest in wash room - Best way to read at night would be to sit in sink - Breakfast was first meal - Everything dirty - About 6 people in diner who were not Asiatics - Prices are breakfast 30 cents - Dinner 45 cents - Passed through agricultural country all the way - water buffalo common beast of burden - frequently teamed with a mule - Whole families work fields - Stopping at so called cities now and then - Mud huts - thatched roofs - Half the children stark naked - Men usually dressed in lower half of B.V.D. - everywhere men, women and children seen using the outdoor plumbing facilities - Abject squalor everywhere except uniformed men at stations - Armed guards on all trains and at stations - train divided into three sections and ferried across river at Nanking - Present Capitol of China - Could not see town proper - Very modern railroad station - R.R. property newly improved all the way - Country honeycombed with canals - can't be seen from train - Queer sight now and then to see big sail soaring across the landscape - Communities improve as Peking is approached - Will soon pull into Peking.

Peking, China, September 13, 1936 - Arrived Peking 2 P.M. Saturday - Made afternoon auto tour of nearby Peking - First stop - Temple of Heaven - Lonesome as Hell there - Apparently no New Yorkers in Heaven - This Chinese architectural high spot - Much better than description - Together with Altar of Heaven its beauty truly indescribable - Greatly exceeded my expectations - American lady on train here for fourth time - Was much impressed with layout of city - Really five cities within one - Each enclosed with great walls - massive and imposing gateways - Surrounded by highly colored gate houses, watch towers, etc. - Visited Winter Palace grounds - Very interesting and very attractive - Rode across lake on antique type boat pushed along by two men with long poles - the famous 6 Dragon Screen (outdoors about 15 ft. high

and 60 ft. long) - Finished both sides with highly colored finely moulded tiles - most wonderful tile work specimen - Visited White Jade Buddha - 500 year old cedars and silver bark pine trees in abundance - Visited Famous Drum and Bell Towers - Drum Tower height kept down to 99 ft. - To permit spirits flying at 100 ft. to clear tower

Checked into Hotel Grand de Peking - North China's best - Proportions and appearance of Mid-Victorian R.R. Station - Ground leased from Paulist Fathers - Dined in the Roof Garden - real open roof - Fine orchestra - Graceful white ornamental lamp standards topped with four white globes outline dance floor - Smart looking crowd - Various nationalities - Only one Chinese - A girl with European escort - Girl a knockout - The focal center of all eyes - Except mine - White moire dress - Combination Oriental and Occidental styles - Strikingly contrasted with jet black hair - Spray of small white lilies intertwines - Handsome face - Slender figure - Graceful carriage - The quintessence of verve, charm, chic and poise - Sorry can't describe more fully - Just got a passing glance - Did not see as many modern Chinese girls here as at Shanghai - There they were about 50% - Tall, slender, good looking - All dressed in same type of dress - Long tight fitting Princess type dress - Emphasis slenderness - Also curvatures - Fore and aft - Very tight looking high collar dress reaches to ankles - Calf high slits both sides - One piece garment makes gals look tall and willowy - Look like Princesses and seem to know it - American wives with husbands HIGHLY VULNERABLE to French feminine charms should keep husbands away from Shanghai and insist on enforcement of Asiatic Exclusion Act.

When retiring found bed covered with netting canopy - Suspended from small ring close to ceiling - Gracefully sweeping out towards sides of bed - Night light hung inside canopy gives impression must be the chamber of either the Empress or the Pearl Concubine - Both of whom you read so much about hereabouts

2nd Day - Sunday - Attended Mass in what I understood was French Church - 95 % of congregation were Chinese - Before mass started all chanting prayers - Sounded so strange to these Occidental ears - During Mass they continued chanting - Somewhat like Gregorian chant but with a decidedly Chinese sing-song flavor - Sermon in Chinese only - Rode back and forth in rickshas - Seems like a million rickshas on the streets.

Drove eight miles out to Summer Palace. Favorite spot of the late Empress Dowager - She was the girl who swiped the Chinese Naval Funds to build this palace.

To be continued in November Holog Through.

MAY 7, 2004 BUSINESS MEETING AND DINNER



Presenters of lecture on Construction of Goldman Sacks Building Foundation, Jersey City, New Jersey. Left to right: Andrew Walker, Nicholson Construction Company, Joseph Malandro, E.E. Cruz & Company, Joel Moskowitz, Mueser Rutledge Consulting Engineers and George Wettich, Weeks Marine.

BOOK REVIEWS

Moles members may find the following books of interest.

Karl Terzaghi, The Engineer as Artist -Most of us know of Karl Terzaghi, as the founder of modern soils engineering. But he was much more than that. Born in Prague in 1884, and after completing his engineering education, he worked initially in Europe solving foundation construction problems, including a stint in St. Petersburg, Russia in 1911. His first trip to the U.S. was in 1912 followed by a considerable period in Istanbul, Turkey during World War I. He continued to work in both Europe and the U.S, until finally settling in the U.S. just before World war II. Many think of him as a professor, and indeed he did teach at times, but he was principally a hands on soils and foundation engineer. The book describes his relationship with Arthur Casagrande and Ralph Peck and his personal life as well. He was the Recipient of the Moles Non Member award in 1962, a year before his death (Ralph Peck received the award in 1973 and Arthur Casagrande in 1976). Available from ASCE Press (800-548-ASCE). Authored by Richard E. Goodman. Highly recommended.

Liquid Assets, A History of New York City's Water System - This book, available at Barnes & Noble, describes the construction of the New York City Water Supply system from its beginnings up to as late as 1999. It is very factual, with good photographs and overall plans of the system and will serve as a fine reference for anyone who is interested in the systems origins and development over a 150 year period. Authored by Diane Galusha.

UPCOMING EVENTS

**THE CLAMBAKE
TUESDAY
AUGUST 3, 2004
Travers Island**

**ANNUAL FALL
DINNER
WEDNESDAY,
NOVEMBER 3, 2004
New York Hilton**

**AWARD DINNER
WEDNESDAY
JANUARY 26, 2005
New York Hilton**

**WINTER MEETING
MARCH 3, 2004 TO
MARCH 6, 2004
Naples, Florida**

**ANNUAL BUSINESS
MEETING AND
DINNER
WEDNESDAY
MAY 4, 2005
New York Hilton**