

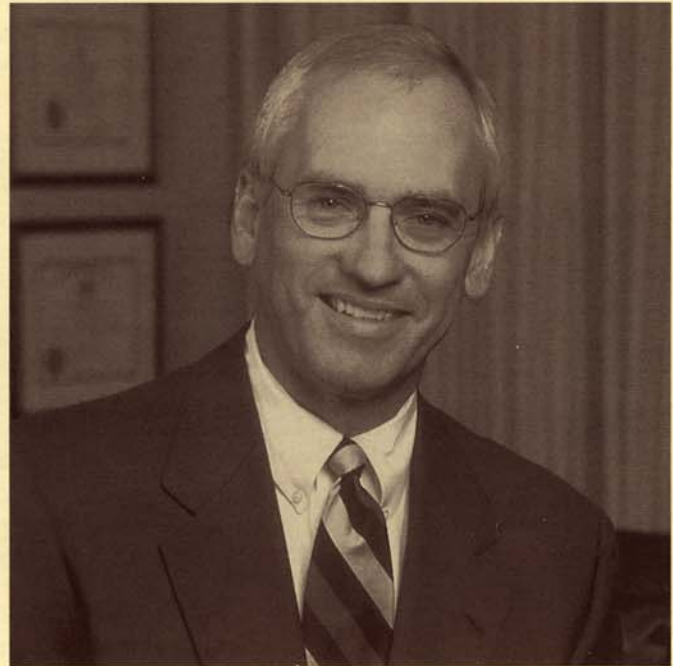
**HOLING****THROUGH**

APRIL, 2005

**THOMAS J. O'NEILL
ELECTED PRESIDENT
of THE MOLES**

THOMAS J. O'NEILL, President and Chief Executive Officer of Parsons Brinckerhoff, Inc., has been elected to serve as President of The Moles for the year 2005/2006. He will receive the gavel from retiring President, John L. Kolaya, at the Annual Business Meeting and Dinner to be held on Wednesday, May 4, 2005 at The New York Hilton Hotel.

Other officers elected are: First Vice President, RICHARD S. WEEKS, Weeks Consulting, LLC.; Second Vice President, SALVATORE MANCINI, Skanska USA Civil, Inc.; Treasurer, JOSEPH M. MC CANN, Moretrench American Corporation; Secretary, HENRY E. ADAMS, Kiewit Constructors, Inc.; and Sergeant-at-Arms, FRANCIS P. DI MENNA, JR., The General Contractors Association.



THOMAS J. O'NEILL

Trustees elected for three (3) year terms are: JOHN BIDOSKY, American Bridge Company; ARTHUR B. CORWIN, Moretrench American Corporation; ALFONSO DALOISIO, Railroad Construction Co.; and JAMES H. HUGHES III, Conesco Doka Ltd. JOEL MOSKOWITZ, Mueser Rutledge Consulting Engineers, was elected to a one (1) year term as Trustee and JAMES E. KELLEY, JR., Kelley Management Associates, LLC, to a two (2) year term as Trustee.

THOMAS J. O'NEILL grew up in Finleyville, Pennsylvania, a coal mining town south of Pittsburgh. His father had to drop out of high school to support his family and his mother also had to leave school after the 9th grade. Tom recognized that the way to escape into something better was to play a sport and that is what he did - he played football and he was recruited by several colleges, Dartmouth being one of them, where he subsequently enrolled. He developed an interest in engineering and between 4th and 5th years, he wrote to several Dartmouth alums, including Walter Douglas, the then head of Parsons Brinckerhoff and son of one of the founders of the firm, who offered him a summer job in Atlanta on the Metropolitan Atlanta Rapid Transit Authority (MARTA) project. After the summer was over, Mr. Douglas invited him to join PB, which he did after graduation.

Parsons Brinckerhoff-Tudor-Bechtel joint venture, was the general engineering consultant for the MARTA system and, while at the joint venture, O'Neill was a Project Unit Manager, serving in that capacity for much of the downtown Atlanta portion of the system. In 1978, he joined the Tudor Engineering Company in San Francisco and subsequently managed the firm's offices in Atlanta and Seattle. In 1988, he became Tudor's Executive Vice President and Chief Operating Officer, and in 1989 was appointed President.

THOMAS J. O'NEILL

(continued from page 1)

In 1992, he returned to Parsons Brinckerhoff as a Senior Vice President and East Group Manager and in 1993, he was appointed President and Chief Operating Officer of the company. He was involved in a wide range of transit, highway, bridge and hydroelectric projects during this period with PB. In 1996, Tom was appointed President and CEO of Parsons Brinckerhoff and additionally in 2004, Chairman. The company is one of the oldest continuously operating engineering companies in the United States with more than 9,000 employees located in 150 offices on six continents.

Some of the major projects PB has performed during Tom's tenure as CEO are the following: the massive Boston Central Artery Project, in joint venture with Bechtel; high speed rail project in China - Tom notes this work harkens back to PB's heritage as General Parsons, which in 1898, mapped a thousand mile rail route between Canton and Hankow; and New York City Transit Authority No. 7 Line Extension, which embodies PB's belief that clients are forever, as General Parsons was chief engineer for the first NYC subway line.

Tom has been active in a number of professional organizations. He is immediate Past Chair of the Design Professional Coalition and is currently Chairman of the Construction Industry Round Table, an organization of 100 Chief Executive Officers of leading architectural, engineering and construction firms in the United States. He was recently appointed as a Trustee on the Board of Overseers of the Thayer School of Engineering at Dartmouth College. He is a licensed professional engineer in eight states.

Tom and his wife, Sandra, reside in the Princeton, New Jersey area and are the parents of a daughter who is currently a senior English major at Dartmouth College.

Tom enjoys golf and is a close observer of the college football scene.

26 New Members Elected

Welcome to our new Moles members.

Donald E. Ackerman
W.L. Hailey & Company, Inc.
Andre Ameer
EIC Associates
Frank D. Barbella
Clean Earth, Inc.
Robert P. Cannon
Boart Longyear
David Casey
Casey, Townsend & Killian, LLP
Patrick C. Cochrane
Geotch Construction
William F. Daly
Golder Associates
Michael A. D'Annunzio
D'Annunzio & Sons, Inc.
Donald P. Dobbs
The Lane Construction Corporation
Robert M. Fitzgerald
Watt, Tieder, Hoffar & Fitzgerald
Tom Hardell
George Harms Construction Co, Inc.
Arnold Kirsch
Gottlieb Skanska Inc.
Thomas P. Kwiatkowski
Jenny Engineering Corporation
James P. Moriarity, Jr.
T. Moriarity & Son
Hirokazu Onozaki
Obayashi Corporation
Alan J. Paskoff
Bechtel Infrastructure
Robert J. Palermo
GZA GeoEnvironmental
Robert K. Radske
Mueser Rutledge
Christopher E. Reseigh
Parsons Brinckerhoff
Hugh L. Rice III
FMI Corp.
Philip M. Rice
Parsons Brinckerhoff
Joseph N. Siano
MTA Capital Construction
Robert F. Thavenius
Rotha Contracting Company, Inc.
Christopher Traylor
Traylor Bros., Inc.
Frank Varisco
Slattery Skanska Inc.
G. Dudley Ware, Jr.
Norfolk Dredging Company

CONGRATULATIONS TO THE BEAVERS ON THEIR 50TH ANNIVERSARY

The Beavers celebrated their 50th Annual Awards Dinner on January 21, 2005 at the Century Plaza Hotel in Los Angeles, California.

The Beavers began as an idea of Jimmy Lovell, a Du Pont explosives sales representative. His concept was to create a West Coast version of The Moles, focusing on recognizing worthy individuals for their accomplishments in the heavy construction industry, specifically the dam building business. Officially, The Beavers commenced with a Board of Directors meeting in San Pedro on October 20, 1955.

There are as many similarities between The Beavers and The Moles, as there are also differences. Each organization honors individuals for outstanding achievement in heavy construction: The Beavers recognizes four persons (and sometimes five) each year, while The Moles recognizes two individuals. The Beavers is principally an organization of corporate memberships (with a Contractor Member appointing 4 members and an Associate Member appointing 2 members) whereas the Moles is an association of individual memberships.

Both organizations have a summer event: The Beavers have the BEAVERDILLY each year at the Silverado Resort in Napa, California and the Moles its Annual Clambake at Travers Island, Pelham, New York. In addition to the two principal functions for its members and guests, The Moles also has a Members Meeting and Dinner each May and November.

Both organizations support civil engineering education: The Beavers through its longstanding and well funded Charitable Trust and The Moles through its more recently established Scholarship Fund.

UPCOMING EVENTS

MAY BUSINESS
MEETING AND
DINNER
MAY 4, 2005
NEW YORK
HILTON HOTEL

CLAMBAKE
AUGUST 2, 2005
TRAVERS
ISLAND

NOVEMBER
MEMBERS
DINNER
NOVEMBER 2,
2005
NEW YORK
HILTON HOTEL

2006 AWARD
DINNER
JANUARY 25,
2006
NEW YORK
HILTON HOTEL

ADDITIONAL HONORS FOR TAMARO

GEORGE J. TAMARO, Partner with Mueser Rutledge Consulting Engineers, is the 2004 recipient of the John Fitz Medal by the American Association of Engineering Societies (AAES). The award is the highest in the engineering profession and is presented each year for scientific or industrial achievement in any field of pure and applied science. It was established in 1902 as a memorial to the great engineer whose name it bears. As the 2004 recipient, George Tamaro's name will be added to the long list of famous engineers and scientists who have won this award, including Herbert Hoover, Alexander Graham Bell, Thomas Edison, Orville Wright, George Westinghouse and Ralph Peck. The presentation of the award will be at the AAES Annual Awards Ceremony and Banquet on May 9, 2005, held at the Great Hall of the National Academy of Engineering in Washington, D.C.

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The 2005 Winter meeting was held once again at the La Playa Beach and Resort, Naples, Florida. The weather was a little wet to start, but then quickly improved and a good time was had by all present.

The 2006 Winter Meeting is being tentatively planned for March 9th to 12th. Mark your calendars now.

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 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.

THE TRAVELS OF JAMES E. GIBBONS

A TRIP TO THE ORIENT - 1936

JAMES E. GIBBONS was the 33rd person to become a Moles member. He was a successful contractor, having built a number of sections of the IND subway in Manhattan and Brooklyn, and was also active in insurance and banking.

He took a trip to the Far East in 1936 and wrote a travel log to his father, embodied in 18 letters. Each letter was typed on 8 1/2 by 11 sheets, single spaced (a total of 36 pages), so one can see that it was quite an extensive narrative. Each letter is opened with *Dear Pop*. He was 50 years old at the time, and although married, he went on the trip by himself.

In previous issues of *Holing Through* we have recounted his trip from its start on August 27, 1936, through his rail travel from New York City to Vancouver, Canada, where he boarded the Empress of Canada for his voyage across the Pacific; his arrival in Yokohama, Japan on September 5, 1936; and his travels to Shanghai and Peking, China. He then went on to Kobe, Japan arriving on September 20, 1936. We pick up his travels at that point.

September 21, 1936 - *I feel compelled to use the following space for putting down what about China has remained in my mind now that I have left it and am looking back on it so to speak. At Shanghai - The imposing Billion Dollar Skyline of the broad river front street makes an impression that readily explains why this street is usually voted, by world cruise passengers, as the most interesting street seen around the world. The neon lights on Nanking Road outdid our own Great White way for size and color. The universal use of the English language everywhere, including the response of telephone operators, was quite a surprise. The biggest surprise of all was to suddenly come upon a red and gilt sign over a warehouse door which read "R.H. Macy Co. of N.Y". Shanghai seems to have such a hum and a whirl of commerce and an independence from everything else, including China, that I doubt if it ever has any concern for anything but it's own affairs. I liked my brief visit here very much and I wished it had lasted longer. However, I still cannot understand how Americans or Europeans can ever get to like it half as much as their relatives at home tell us they do. The women folks may like the plenitude and cheapness of domestic help, but the prime objective of every man I talked with, whether European or American, was, to either earn a pension or accumulate sufficed funds to enable him to retire and return to his native land. I disliked an ever present odor which seemed to permeate everything here, including the drinking water. There are no natural beauty spots to which one could retreat and I am told that the winters are long and cold and the summers excessively hot.*

My feeling concerning the train ride to Peking and the type of

country passed thru are still as unsatisfactory as they were when I made the trip. My agreeable and delightful surprise with Peking however compensates me fully for the trip and my joy enhances as time in its passing lends ever greater enchantment. This city, a city of 5 cities within one, is as mysterious as it is beautiful. Its antiquity has the mustiness of the ages and is exceeded only by the dustiness of its roads. But despite its objectionable features, my mind keeps returning to an appreciation of the scope and scale of the grandeur and beauty of the conceptions of Yung Lo, the builder Emperor. To the extent and exquisiteness of the extravagances of Tzu Hsi, The Empress Dowager, particularly as reflected in her Summer Place. To the simple grandeur of the line, form and color of the temples and gateways, notably the Temple of Heaven. To the beauty of the simplicity and perfect harmony of plan of their projects. To the sight of that train of 100 camels winding its way back from Mongolia thru the Great Wall at Hankow Pass. And innumerable other sights and vistas for which both my mind and pen are insufficient. I sincerely regret I did not have more time for Peking. I feel well repaid for the extra exertion necessitated by covering as much ground as I did in the short time available.

In Japan Sept. 20th to 27th- September 20 -Got off steamer Chojo Maru at Kobe, Japan at 9 AM without any trouble - Passed one hour waiting in lobby of Oriental Hotel - Posters everywhere giving details of military (air) maneuvers scheduled for tonight and tomorrow night - All lights must be out or covered when signals are given by sirens, radio and telephone - Staging a sham air raid - Decided to spend a night at Kyoto because of lights out tonight. Left Kobe 10:45 train for Kyoto - 1 1/3 hour ride - Very modern railroad station - news stands etc. on platform looked like Jamaica Station (L.I.) - But nicer - Arrived Kyoto on time - Taxied to Miyako Hotel - Lovely setting on hillside - clean and comfortable - Spent afternoon sightseeing in workshops -Saw elaborate lacquer screen nearing completion - Three year job - contract price \$10,500 - Very lovely article - Also very lovely price - Rained like mad all evening - remained in hotel.

September 21st - Arose 6 AM - Still raining - 9 AM started auto tour of Kyoto - Made two stops to get permit to visit Imperial Palace - Registered at Palace Grounds entrance - Attendant said I could look in but could not enter - Must be in full dress - Palace grounds very extensive - very well kept - No color here - All important structures are unpainted Japanese cypress (The Wood eternal)

(Continued on next page)

A TRIP TO THE ORIENT (Continued)

Weathered dark - A painted building is a sign of inferiority - Next stop Nijo Detached Palace - Former castle of Shoguns who used to be the big shots in Japan for many reigns - Full dress not required here - Examined their prize decorations - 300 years old - Flat Oriental style - Could not fully appreciate that type of art - looked crude to me - Spent all afternoon and \$15 back at Kobe trying to get my color films out of Kobe customs - No luck at all - Raised merry hob all over the place - Made all the Japs good and sore - Nice young fellow in American consulate convinced me nothing could be done about it - mad enough to bite nails - Bit a juicy steak instead.

September 22nd - Took 9:30 AM train to Nara - Ancient Capitol Japan -The place with the sacred deers - Now a National Park and Shrine - Deers shove you all over the place looking for rice cakes - Visited the Great Diabutai (Buddha) - Largest in Japan - Met high class Jap pilgrim and small daughter - Making a 6 months pilgrimage - On foot - to many Buddhist Shrines - Because of loss of wife - He dressed in spotless white garments - White for mourning - Lunched at Nara Hotel - Lovely interior in native style - Japs know how to use red - Returned to Kyoto about 3 PM. - Spent afternoon taking Kyoto street scenes - Kyoto has a quiet charm all its own - Due probably to preservation of arts and atmosphere of Old Japan - Tourists like this town very much.

September 24, 1936 - Left Kyoto at 7 AM on crack Japanese National Railways train - Crack train runs daily Kobe to Tokyo - One first class (blue) car on train - Everything in Japan is indicated by symbols as well as word signs - All items on menu are numbered - Order by number instead of name, or expect trouble - Train ran very smoothly, quietly and on time - Speedily dispatched at stations - Small squad of soldiers together with all uniformed station men, newsboys, floor vendors, porters, etc. stood rigidly at attention with bared heads (except soldiers) until my car (the last passed them) - Couldn't figure how they knew I was aboard - learned later that there was a Royal Prince (a high Admiral of the Japanese navy) in the car ahead - Maybe this had something to do with the salute - train passed thru some very pretty country - Every bit of it under cultivation - Tea fields interested me very much - Very picturesque - Seem to raise tea on all ground not suited for other purposes - Plants look very lovely - Hillsides prettily terraced - Steep knolls cultivated to very top - Flat land used for rice fields - Mulberry plants seen everywhere - Left train at Numaza - Motored 27 miles through mountains - Lovely vista -

Villages something different - Women with long handled dippers throwing water from ditches on to road surface - Keeping down dust - Quaint outdoor lamp pots - Shrines everywhere - Came to spot overlooking Lake Hakone (Hack-Ho-nay) - Lovely view - At this spot should see the famous Mount Fuji - No dice, account of clouds completely obscuring it - Drove to Miyanoshita - Small village in valley - Lovely hotel but no setting - Hotel established over 50 years - One wing called Flower Palace - All rooms have flower names instead of numbers - Drew room called Honeysuckle - passed up passion Flower - Hotel has worldwide reputation - The crowned heads of Europe and the bald heads and bigwigs of America have all stopped here - Much like the hotel in Carcassonne, France - the big show off is King Edward's visit a few years ago.

September 24, 1936 - Drove (1 hour) out to Nagos pass to see Mt. Fuji - This is favorite spot for view - Sky clear - Got fine view - Fuji is visible only about 10% of time during tourist season - No snow on top as pictures show - Snow capped only about 8 months - A grand view however - Almost perfect cone rising clear on all sides from plain below - not from a range or group as is usually the case - Considered sacred by the Japanese - Thousands of pilgrims make ascent in fair season - Ten stopping places in 12,500 ft. climb - fairly easy climb makes it popular - No comparison for beauty with our own Mt. Rainier - After lunch left for Tokyo - Hated to leave so soon - Drove thru small beautiful villages for 1/2 hour to station at Odawara - On train to Tokyo met author of several Japanese books I bought - Personal friend of my guide - had quite a conversation - By the way, my guide is the best guide in Japan - Told me so himself - In fact he insisted on it several times each day - Also told me daily of each of the fine recommendations he got from previous tourists - Half of the time he talked about Japan - Other half about himself - half of what he said was in English - Other half was through his teeth and it never got all the way thru - many tourists complaining about poor guides - Arrived Tokyo about 3 PM.

Next installment will cover the remainder of Mr. Gibbons' stay in Japan; his return trip across the Pacific to San Francisco, with a stop in Hawaii; a stay in San Francisco; a trip down the California coast from San Francisco to Los Angeles; and his return rail trip to New York City. Like his reflections about his stay in China, he also wrote an insightful narrative about his stay in Japan.

The editor invites readers' comments about Mr. Gibbons' trip.

A TRUE MOLE CELEBRATES 50 YEARS OF MEMBERSHIP



GAIL B. KNIGHT (West Delaware Tunnel - circa 1956)

A letter written to the Moles Membership Committee in March 1954 in support of GAIL KNIGHT'S nomination for membership contained the following: *The young man involved has for the past five years been with Steve Healy and although he is only 32 years of age, from my definite knowledge of him he is going to go places.* And that he did, becoming one of the most respected tunnel men in the country.

Gail had graduated from the University of Minnesota in 1949 and thereupon went to work for S.A. Healy, starting in the Dakotas and moving onto projects in Pennsylvania, Boston and New York City. In 1955, a joint venture led by Johnson, Drake & Piper (JDP) was low bidder on the West Delaware Tunnel, a major water supply project in the Catskill Mountains for the NYC Board of Water Supply. Gail Knight was hired as Assistant Chief Engineer and oversaw engineering functions on 40 miles of tunnel and six shafts, up to 750 ft. in depth. Of course, a project of this size had many then-present and future Moles involved, including Joe Walker, Jack Gunn, Jack Ely, Jack Burke and even your Holing Through editor. The project went on for approximately six years and after that Gail looked after other underground projects for JDP, including the 6th Avenue Subway Tunnel from 19th St. to 34th St.

Gail then joined Peter Kiewit Sons, working on projects in Montreal and Pennsylvania before being named Eastern Area Tunnel Manager. In 1969, he returned to S.A. Healy as Area Manager and remained with that company until his retirement in 1992. Since then, he has remained active as a Tunnel Consultant.

Gail will be at the May 4th Dinner to receive his 50 Year Certificate. Be sure to be there for this memorable event.

OTHER 50 & 40 YEAR MEMBERS

HOWARD A. (Dutch) SCHROEDEL is also celebrating 50 years of membership in The Moles. Upon graduating from Dartmouth College in 1925, he went to work for Turner Construction Company, where he remained until his retirement in 1968. After a number of field assignments, including the construction of the James River Bridge in Newport News, Virginia, in 1950, he was named Vice President and General Manager of Turner's Philadelphia office and a Director of the company. He continues to live in the Philadelphia area.

40 YEAR MEMBERS

MARTIN W. BOLL spent his career with Richmond Screw Anchor Company, where he was Chief Engineer and Vice President of Sales. He retired from the company in 1971 and moved to Bethel, New York, where he lived on the Cherokee Preserve Club, 1600 acres of forest land with 3 lakes and a trout stream, under the control of the U.S.D.A. occupied by 35 members. What an idyllic place for an outdoorsman such as Martin to reside.

After military service and earning a civil engineering degree from Auburn University in 1948, ROBERT L. JACKSON joined the Arundel Corporation when he started attending Moles Dinners in 1955. (Arundel had a large number of Moles members at the time, including Vic Hertslet, currently celebrating his 56th year of membership.) Bob was elected a Moles member in 1965, the same year he was elected a Vice President of the company. When Arundel sold its dredging division to Great Lakes Dredge & Dock Company in 1967, he joined that company, was elected a Vice President in 1972 and remained until his retirement in 1989.

After seeing service in the U.S. Marine Corps from 1942 to 1945, EDWIN L. JONES, JR. earned a civil engineering degree from Duke University in 1948. He thereupon joined the family-owned company and progressed through assignments as office engineer, superintendent, special assistant to the president and contracts manager on the company's work at Cape Canaveral. He was elected Secretary of the company in 1953, Vice President in 1957, President in 1960 and Chairman of the Board of the Jones Group in 1978. In addition to J.A. Jones Construction Company, the group included Metric Constructors, Rea Construction Company, Chas. H. Tompkins (Washington, D.C.) and William L. Crow (New York City). The company was acquired by Philip Holzmann, AG, the West German construction giant in 1979. Edwin Jones retired in 1986 and continues to live in Charlotte, North Carolina.

A MOMENT OF SILENCE

May They Rest In Peace

JAMES C. CODDELL, JR. died on December 21, 2004 at the age of 85. From 1948 to 1993, he was President of the company founded by his father, Coddell Construction Company, Winchester, Kentucky. He was proudest of two joint venture projects performed outside the State of Kentucky: the construction of Orville Dam, the nation's tallest, and a 160-mile section of the Alaska Pipeline. He is survived by his son, James C. Codell, Jr., a Moles member and former Secretary of the Kentucky DOT.

J. MARSHALL DEAN died on February 14, 2005 at the age of 77. He received his Civil Engineering Degree from the University of Virginia in 1952 and was involved in many tunnel and heavy construction projects throughout the country. Among them were the Lehigh Tunnel on the Pennsylvania Turnpike, the Callahan Tunnel in Boston, and the Richmond Tunnel in NYC. He worked for Perini Corporation, Mohawk Constructors, Jenny Engineering and the Mergentime Corporation. His son, Bill, is a Moles member.

JOSEPH M. FALCO died on February 10, 2005 at the age of 81. He founded Falco Construction Corporation in 1952, the firm being a pile driving and foundation contractor in the Metropolitan Area. Projects included Battery Park City and World Trade Center Building 7.

JAMES F. MC CLARY died on June 13, 2004 at the age of 86. He spent his entire career with Morrison-Knudsen Company, starting as a 15-year old laborer and then went on to earn a degree from Stanford University. When he retired in 1978, he was Chairman of the Board. He was the principal Speaker at the 1976 Moles Annual Award Dinner.

GERALD P. SHEA died on April 9, 2005, at the age of 69, at his home in Hilton Head, SC. He earned his Civil Engineering Degree from the University of Notre Dame in 1956 and spent his early career with Tippetts Abbott McCarthy Stratton (TAMS). He then joined Louis Berger Group, where he worked for 20 years before retiring in 1998 as a Partner responsible for the firm's work in the Middle East and Asia. From 1998 to 2002, he served as President and CEO of the International Road Federation.

GEORGE B. (JERRY) TOLL died on January 25, 2005. His death was greatly mourned by his colleagues and friends at Peter Kiewit Sons, where he spent his career and served as Executive Vice President. He was a former President of The Beavers and Recipient of The Moles Non-Member Award in 1998.

HENRY WASUNG died on September 27, 2004 at the age of 90. A 1939 Civil Engineering graduate of Michigan College of Mining, he spent his career with Spencer White & Prentis, DiStasio & Van Buren and the Drilled-In Caisson Corporation before opening his own consulting engineering practice.

JOSEPH WENDL died on March 25, 2005 at the age of 86. He earned a degree in Mining Engineering from the Montana School of Mines in 1941 and went to work at Ingersoll-Rand Company, where he spent his entire career, retiring in 1983 as Corporate Vice President and General Manager of Mining and Construction Equipment Sales.

PROMOTIONS AND HONORS

CESARE DE ROSE, SR. has been elected Vice President of DMJM+HARRIS. With a background in tunneling and underground construction, Ces has been a lead player in the development of cost estimates and constructability reviews for NYC's 2nd Avenue Subway Project.

BRIAN C. KAUB has been promoted to Vice President of Granite Construction Company. Brian recently served as President of the ASCE Construction Institute.

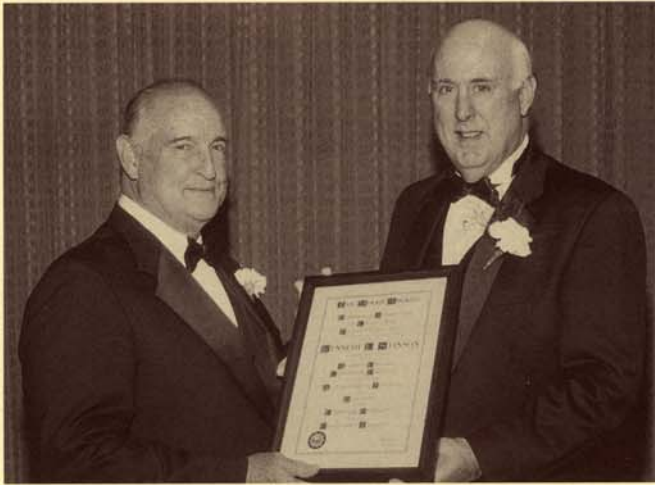
JACK K. LEMLEY has been chosen by the American Society of Civil Engineers as Recipient of its 2005 Outstanding Lifetime Achievement Award for

Construction. Presentation will take place in May in Vienna, Virginia.

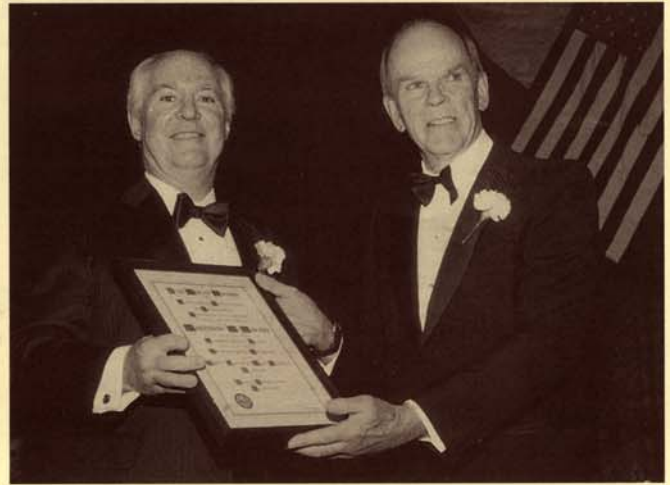
PRISCILLA P. NELSON will join the New Jersey Institute of Technology as Provost and Senior Vice President for Academic Affairs. She is currently the senior advisor for the Directorate for Engineering at the National Science Foundation.

JACK ELY and RICHARD J. REDMOND, JR. have joined Parsons Brinckerhoff. Richard will serve as Manager of Construction Engineering Services and Jack Ely will serve as his principal assistant

KEN STINSON AND MATT WALSH HONORED AT 2005 AWARD DINNER



Presenter, Walter Scott, with Ken Stinson



Dave Watts presenting Award to Matt Walsh

STUDENT'S DAY - 4/1/05 NEWTOWN CREEK POLLUTION CONTROL PLANT

