

the news



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The Sidney Robin Memorial Newsletter of the Philadelphia Section ASCE

Vol. 77-7

Our 92nd Year

April May 2005

APRIL DINNER MEETING

Philadelphia Section, American Society of Civil Engineers

THURSDAY, APRIL 21, 2005

UNION LEAGUE • 140 South Broad Street (at Sansom Street) • Center City Philadelphia
Cocktails – 5:30 p.m. • Dinner – 6:30 p.m. • Meeting – 7:30 p.m.

SUBJECT: Philadelphia International Airport Development – Planning for the Future
SPEAKER: Charles J. Isdell, A.A.E., Director of Aviation

RESERVATIONS MUST BE SUBMITTED BY FRIDAY, APRIL 15, 2005. Please send your check for the number of attendees at \$30 per member or guest, \$15 per ASCE Student Member. Checks should be made payable to "Philadelphia Section ASCE" and sent to ASCE, PO Box 58186, Philadelphia, PA 19102-8186. Reservations can also be made on the Electronic Message Center, 800-461-4190, or via e-mail at info@asce-philly.org. Walk-ins will be subject to acceptance on a space-available basis. **THERE IS NO GUARANTEE THAT SPACE WILL BE AVAILABLE IF YOU DO NOT RESERVE A SPACE.**

SPECIAL FEATURE – Temple University Night. The ASCE Student Chapter, Faculty and Alumni of the Department of Civil Engineering of Temple University will be honored at this meeting. All Students, Faculty and Alumni are cordially invited to participate.

SPECIAL FEATURE – Past Presidents Night. All Past Presidents of the Philadelphia Section are cordially invited to attend as guests of the Section to be honored for their contributions.

Philadelphia International Airport is a vital economic generator for the Delaware Valley, employing nearly 22,000 people and contributing an estimated \$8 billion in spending to the region's economy. Owned by the City of Philadelphia, the Philadelphia Airport System (comprised of Philadelphia International Airport and Northeast Philadelphia Airport) is operated by the Department of Commerce's Division of Aviation. Traffic through the Airport has been growing at a very high rate over the past few years. 2004 was a record shattering year for the Airport, which ranked 17th in passenger traffic among U.S. airports and accommodated over 28 million passengers. In order to keep up with this surge in growth, the Airport has implemented a significant capital improvement program. Since 2001, the Airport has added a \$550 million, 13-gate international terminal and a \$100 million, 38-gate regional terminal. A \$185 million expansion of Terminals D and E is currently in design. The Airport is also undertaking a master planning effort that is focused on the development of a more efficient airfield to improve capacity and reduce delays. This program will include length-

(Continued on Page 2)

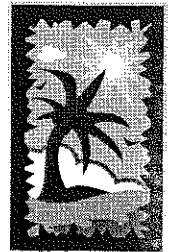
SEE YOU IN SEPTEMBER...

As the song goes...the Officers and Board of Directors of the ASCE, Philadelphia Section, along with the staff of THE NEWS, wish you all the best for an enjoyable and relaxing late spring and summer. After a busy, productive and successful 2004-05 season, we think we are certainly ready for our well-deserved (?) time off!

Keep an eye on your mailbox for THE NEWS this Summer, as we hope to have a vacation edition for your edification and updating.

After that, we hope to see you in the Fall as the Section's 2005-06 season gets into full swing.

HEY MON! TAKE A SHORT TRIP TO THE ISLANDS OF THE CARIBBEAN...



The ASCE, Philadelphia Section goes bananas as we head for tropical beaches on **Friday, May 6, 2005** when our **Annual Spring Social/Dinner Dance** takes on a Caribbean flair and we visit the Bahamas for a night!

The Social will be conducted at the **Villanova University Conference Center** on County Line Road near Matsonford Road in Radnor, PA. The cocktail hour will start at **7:00 PM** with appetizers and a cash bar, followed by an appropriately-themed dinner at **8:00 PM**. (This is an hour later than the event has been scheduled in the past.)

The evening will feature the Section's usual year-end activities, including the welcoming of incoming officers, the thanking of outgoing ones, and the awarding of Section Awards and scholarships. After the festivities, music for your listening and dancing pleasure will be featured.

Tickets will be \$50 per person. For more information and directions to the Conference Center, please visit the Section's website. For reservations, please send a check for the appropriate amount, made payable to "ASCE Philadelphia Section", and mail this to:

ASCE, Philadelphia Section
PO Box 58186
Philadelphia, PA 19102-8186

Tables of 10 can be reserved for your party.

So come back to the islands, mon!





PRESIDENTS' MESSAGE

It is hard to believe that this is my last message to everyone. The year always goes by so quickly. I must give credit to the wonderful Board that I have had the pleasure of working with this year. All Board members contributed ideas, which made it an exciting year. But there is still so much to be done. I thank the Board members for their efforts and encourage them to continue to support the ASCE, Philadelphia Section in every way possible.

As I thought about the strides made, what I came to understand a little better is the value of the team working to accomplish a goal. Although we experience and learn about teamwork throughout our personal and professional lives, experiencing a team that has such synergy, and that is focused on common goals, helped me to realize the power that a team develops. I focused on the accomplishments of an Engineer in my past letters, but now want to say that I salute our Board for the accomplishments that have been made, not only this year, but for many of the past years.

However, as we began discussing the nominations for the next Board positions open next year, I was a bit concerned with the direction that we were taking. I am going to be very careful as I write this so as not to offend anyone, but I was a bit uneasy with the lack of practical Engineering experience at the Board level. This is certainly not an issue with anyone on the Board, nor potential nominees, but with almost 1,200 members that pay Section dues and over 2,000 members in the Phila. Section, I cannot understand why we cannot get some more "seasoned" members involved with the running, so that the younger members can be mentored before taking leadership positions.

That being said, I am very happy with the nominees for the upcoming year. Along with diversity, a new nominee from Academia, and other members with experience on previous Boards, future years will be exciting! However, I am asking those of you that have been Directors in the past, and those that have experience, to consider getting involved in the future. Help us mentor our younger members and give them guidance.

I want to mention a couple of the things that I am very proud the Board accomplished. In March, our Government Affairs Committee had a meeting with **Representative John Perzel**. This provided Section members with a forum to discuss the needs of the region's infrastructure with a leader in Pennsylvania politics. Also, City Hall was named a National Historic Landmark, and we will be celebrating this honor with a reception in the fall of 2005. The Philadelphia Section has continued its support of Engineers' Week, both in a monetary way, as well as by volunteerism from our members. We have much to be thankful for. Did you thank a Board member today?

I want to thank everyone for their support this year, and I look forward to being an active member of the Philadelphia Section in the future.

Sincerely,
 Brian A. Stover, P.E.
 President - Philadelphia Section, ASCE

April Dinner Meeting

(Continued from Page 1)

ening of an existing runway and possible reconfiguration of other runways. Two airfield environmental impact studies are now underway.

Charles J. Isdell, A.A.E. was appointed Philadelphia's Director of Aviation in 2000. During his tenure, the Airport has served over 125 million passengers on over 2.5 million flights. Mr. Isdell's commitment to passenger comfort and convenience has been the Airport's hallmark in the post-9/11 era. Sensitivity to neighboring residential communities and wildlife habitats, noise mitigation, recycling and other environmental stewardship issues are also some of his ongoing priorities. Under Mr. Isdell's direction, the Airport has won accolades as the host airport for the Republican National Convention in 2000. In 2001, The Wall Street Journal named the Airport one of the five best airports in the United States. In 2002/2003, the Airport's concession program was recognized by Airports Council International as the best in North America. Low-fare domestic competition has been stimulated by new entrants Southwest and Frontier, and sustained growth by AirTran, America West and USA 3000.

Mr. Isdell holds Bachelor's and Master's de-

grees from Temple University. He has done post-graduate work at the Wharton School, George Washington University, the Massachusetts Institute of Technology and the University of California at Berkeley. He is currently enrolled in the University of Pennsylvania's Graduate School of Education. He is accredited by the American Association of Airport Executives (AAAE) and has lectured on aviation topics at the University of Pennsylvania, Temple University, and George Washington University and spoken at industry conferences here and abroad. In 2004, he joined AAAE's Policy Review Committee.

In 2003, Mr. Isdell was named "Airport Director of the Year" by *Airport Revenue News* magazine. A recipient of the 2003 March of Dimes Service to Humanity Award, he serves on the Board of the Philadelphia Convention and Visitors Bureau and is Chairman of the Board of Governors of the Philadelphia High School Aviation Academy.

**It's tough to make predictions,
 especially about the future.**

- Yogi Berra

SECTION WEB SITE!

Our Section's web site has taken on a new look! Check us out at www.asce-philly.org. Make sure you bookmark this site to check on our latest meetings and events, links and much more! Comments and/or suggestions? Please contact us either via our Electronic Message Hotline at 1-800-461-4190 (24 hours a day) or e-mail at info@asce-philly.org.

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**COPY DEADLINE FOR
 SUMMER '05 ISSUE
 JULY 18, 2005**

YOUNGER MEMBER FORUM NEWS

by James Markham
Forum Editor

Alyson Radel Lester, P.E.
2004-2005 President

Urban Engineers, Inc.
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The Younger Member Forum (YMF) membership includes college students, recent graduates and young engineers, including Registered Professional Engineers, who are 35 years of age or younger. The objectives of the group are: 1) to provide networking opportunities, 2) to interact with schools and the general public to promote civil engineering and 3) to enhance career development.

Young engineers or college students who would like to become part of the YMF and be added to the announcement list should contact **John Federico** of Urban Engineers, at secretary @ymfphilly.com or at (215) 922-8081. *There are no fees to join!*

Current Events**YMF NIGHT AT THE SIXERS**

Approximately 25 people attended the Second Annual Philly YMF at the Sixers night on **Wednesday, March 23, 2005**. Those in attendance saw the 76ers beat the World Champion Detroit Pistons 107-84. The game was never in doubt as the Sixers went on a 13-4 run to start the game and didn't look back. The good guys were paced by Allen Iverson's 39 points and Andre Iguodala's first career triple-double (10 points, 10 rebounds, 10 assists).

Thanks to **Mike McAtee** for organizing another successful event and to **Jeremy Colello** for his in-depth report (Angelo Cataldi, look out!).

ANOTHER SUCCESSFUL CRITICAL ISSUES SESSION

The YMF once again conducted its "Critical Issues Facing Young Engineers" seminar. This effort has been undertaken for several years and has always been well received.

This year's version was held on **Thursday, March 3, 2005** at the Marathon Grill at Commerce Square in Center City. YMF President **Alyson Lester** served as the moderator of the session.

Four panelists were selected for the event to represent the private and public sectors:

Matthew Malozi, Vice President, Traffic Planning & Design, Inc.

Sandra May, Special Projects Manager, Peco Energy

Steven Sabo, Assistant General Manager, Engineering and Construction, SEPTA

Ann Tomalavage, President, Malarkey Consulting

Approximately 30 participants were in attendance to hear the words of wisdom from the panelists and pose questions about career choices, continuing education, and other important topics to younger Engineers.

STRUCTURAL TECHNICAL GROUP MEETING

DATE: Wednesday, April 27, 2005; 6:00 p.m.
Cocktails at Lobby Bar 6:00 p.m. Dinner 6:30 p.m. Presentation 7:15 p.m.

LOCATION: Wyndham Hotel, 1111 Route 73, Mount Laurel NJ 08054

SUBJECT: Hyper Build for New Jersey
SPEAKER: Dick Dunne P.E., State Transportation Engineer, New Jersey Department of Transportation

RESERVATIONS MUST BE SUBMITTED BY THURSDAY, APRIL 21, 2005.

Please send your check for the number of attendees @ \$30.00 per member or guest, \$15.00 per ASCE student member, payable to the: Philadelphia Section, ASCE, (4/27 Mtg.), P.O. Box 58186, Philadelphia PA 19102-8186, or call the Electronic Message Center: 1-800-461 4190 (Open 24 hours/day) and phone confirmation to (609) 530-9618; e-mail, Khana@stvinc.com to **Dr. Ali Khan**, Chairman, Structures Group.

STRUCTURAL GROUP - SHORT COURSE**LRFD BRIDGE DESIGN**

The Structures Group is offering a short course on Bridge Design and software applications, using LRFD method.

The course will be offered by experienced Structural engineers and will cover AASHTO LRFD Bridge Design Specifications, 2004. Certificates will be awarded for PDH/Contact Hours. **DATES: Tuesday, May 3, 2005 - Superstructure Design and Wednesday, May 4, 2005 - Substructure Design**

TIME: 12:00 p.m. to 5:00 p.m.

SUBJECT: Steel and prestressed concrete bridges design as per AASHTO, PennDOT and NJDOT State Codes. Use of standard PennDOT LRFD software will be demonstrated.

Course Instructors:

M. Ali Khan, Ph.D., P.E., Manager Bridge Design, STV Inc. Trenton, & Adjunct Professor, Temple/Widener University, Philadelphia

Hani Nassef, Ph.D., P.E., Associate Professor, Civil Engineering Department, Rutgers University, New Brunswick, NJ.

LOCATION: Conference Room, STV Inc. Office located at 1818 Market Street, Suite 1410, Philadelphia, PA 19103.

Cost including handouts, lecture notes, snacks and refreshments will be \$200 per person, \$175 for ASCE members. Checks to be made payable before the start of course to ASCE, P.O. Box 58186, Philadelphia, PA 19102-8186

For details and reservations please contact **M. Ali Khan**, STV Inc., Chairman, Structures Group at (609) 530-9618.

Election of New YMF Officers

The annual election of new YMF Officers will be scheduled during May in conjunction with a Happy Hour. Please watch your e-mail and the Phila. Section website for more information on nominations for YMF Officers for the 2005-06 season and the election.

2005 SECTION AWARDS TO BE PRESENTED AT SPRING SOCIAL

This year's ASCE, Philadelphia Section Awards will be presented to this year's recipients at the Annual Spring Social and Dinner Dance on **May 6, 2005**. Particulars on the Social are given elsewhere in THE NEWS. The Section Award recipients are:

- **Anthony Eith**, Waste Management - Philadelphia Civil Engineer of the Year
- **Thomas Brady**, Vollmer Associates, and **James Markham**, Pennoni Associates - Philadelphia Young Engineer of the Year
- **Allen Cadden**, Schnabel Engineering Associates - Geotechnical Engineer of the Year
- **Dr. Robert Traver**, Villanova University - Water Resources Engineer of the Year
- **Susan Best**, Urban Engineers - Transportation Engineer of the Year
- **Dr. Vicki Brown**, Widener University - Educator of the Year

We hope you will join us at the Social to honor our Awardees for this year. In the fall, THE NEWS will feature more information on the awardees as well as a synopsis of the Social's events.

FUTURE CITY COMPETITION - THANKS TO OUR VOLUNTEERS

As reported in last month's edition of THE NEWS, the Section once again participated in the Future City Competition. This year's version was held on January 29 at Villanova University.

The Section would like to recognize and thank the following Section members who volunteered at the event:

Tom Branigan (Scorekeeper)

Alan Buchanan (Special Awards Evaluator)

Ruben David (Preliminary Judge)

Matt Ehlinger (Preliminary Judge)

John Federico (Special Awards Evaluator)

Steve Giampaolo (Preliminary Judge)

Jeff Kashuba (Special Awards Evaluator)

Scott Lowe (Essay Judge)

Thom May (Essay Judge)

Matt Marquardt (Preliminary Judge)

Mike McAtee (Essay Judge, Steering Committee)

Dilip Radadia (Preliminary Judge)

Brian Stover (Preliminary Judge, Steering Committee)

**Do something brilliant
and no one is watching.**

**Do something stupid
and the boss is sure to see it.**

- *Dilbert*

FROM THE ANNALS OF THE SECTION'S HISTORY...PART 1 THE SECTION AWARDS PRESENTATION

As mentioned in the Section history segment in the April/May 2004 edition of THE NEWS, the Section Awards program, presented at the Spring Social/Dinner Dance, has consisted of an audiovisual effort with a recorded narration since 1986. The narrative is actually professionally prerecorded. Many of you who have seen the show often ask, how does this work? Well, aren't you glad you asked...?!

The recording is completed in an actual studio conducted by a professional technician, David Kennedy. At first, this was done in a studio in the basement of David's house in Northeast Philadelphia. In 1996, this was moved to a studio in Willow Grove. This year, we will be returning to David's home studio for our session. (History repeats itself...?)

In order for us to assemble the narration, background and personal information is obtained from the awardees. From this data, a short biographical piece is developed. The piece is recorded as a volunteer reads it aloud in the studio. Separately, several professional musical tracks are blended into the recording as background. Once the verbal recording is edited, to remove any miscues, etc., the background music is combined with it to create the finished product. Tapes and CD's are made for use at the Social and for archives. The recipient of the Civil Engineer of the Year award is also given a copy for his/her use.

Recording technology has become very advanced over the past couple of years, to the point that everything is now done digitally using computers to change levels, remove speech defects, and ensure that the vocal portion is not "washed out" by the music or vice versa. Several years ago, this was done entirely on magnetic tape, with each segment recorded on a different track. After the vocal and music parts were put on tape, another tape was used as the master to combine them. With editing and related tasks, there was usually a considerable amount of tape left "on the cutting room floor", so to speak, as mistakes were excised and corrections spliced in. (We often thought about having a "bloopers" tape, but we never did much more on that! We certainly have enough material to fill at least a 60-minute tape, if we ever do it).

Typically, the narration is on the order of 15 minutes in length. At least once every time the Awards presentation is shown, someone will ask the proverbial \$64,000 question - how long does it take to put this together? When asked, this author usually takes the impolite approach of answering a question with a question and elicits a guess from the curious party. The usual response is somewhere between 20 minutes and an hour. The real answer might surprise you.

When the Section started this process, the taping session usually started about 7:30 PM. By the time we had a finished product in hand, it would not be unusual for the clock to read sometime in

the ungodly, wee hours of 3-4 AM. You might ask, how could it possibly take this long to produce a 15-minute tape? Well, each speaker needs to go through at least one dry run to allow recording levels to be set. Once this is completed, the actual voice recording begins. If any corrections must be made, some material will need to be re-read and recorded to allow it to be spliced properly. Often, recordings need to be modified to remove background noise, voice inflections, and other problems. The entire vocal portion needs to be reviewed before the music tracks can be added. In some cases, the music tracks themselves have to be extended or "looped" to match the length of the voice portion. Then, volume levels must be balanced so the music tracks complement the narration. You can see how this could easily become a lengthy process!

Recently, as we have become more accustomed to the taping, and as digital recording has made the editing and "looping" portions much easier and less cumbersome, we have managed to get the session down to within 4 hours. Again, this is 4 hours to produce a 15-minute presentation! However, based on the always enthusiastic and gushing response we get to the presentation, we feel that the time spent is well worth it.

And, of course, we couldn't possibly do it without the patience and persistence of our "master". David Kennedy. We thank Dave for his help throughout the years on this.

The slide/visual portion of this was much more "high tech" at one time. When the Section first did this presentation, an automatic slide projector was used. The projector synchronized the recording and the slides. The synchronization was set up beforehand. After a bad experience in 1992, the method went "low tech" with slides being advanced manually using a marked copy of the script.

In 1999, the Awards Program went from slides to Powerpoint, especially as fewer people were taking slides and photos of their projects and doing more with electronic media. This also allowed the introduction of new effects and made the show even more interesting than previously. Despite this technology change, however, the "slides" remain manually advanced.

The Awards audiovisual presentation is generally well received by guests at the Social, who apparently have come to expect a "really good show" in the words of Ed Sullivan (those of you under 40 may want to consult an older member about this reference!).

DVGI MEETING REPORT

By Craig R. Calabria, P.E., Ph.D.



The Enigma of the Leaning Tower of Pisa, a free evening lecture by Dr. John Burland, FRS, of the Imperial College of London, was held at the University of Pennsylvania Museum's Rainey Auditorium on Tuesday, February 15, 2005.

The lecture (which marked the first official academic year of Penn's new Applied Geoscience program) was co-sponsored by the Department of Earth and Environmental Science and the University Museum of Anthropology and Archaeology. The University of Pennsylvania's newest approved professional program ("Master of Science in Applied Geoscience" www.PennGeoscience.org) invited Dr. Burland, a recognized professional in the "Geoscience" discipline, to deliver an address that emphasized an interdisciplinary approach to applied geoscience challenges and environmental studies. The story of the Leaning Tower of Pisa is an example of the type of projects undertaken by applied geoscientists employing techniques developed within the fields of hydrology, hydrogeology, environmental geology, soil mechanics, geophysics, geochemistry and engineering geology and provides an appreciation for architecture and archeology as well.

With an audience of more than 250 people, Dr. Burland's talk began with a history of the construction that started in 1174 and was completed some 200 years later in 1370. The Tower, 65 feet in diameter, is approximately 185 feet high. It consists of seven levels topped by a bell chamber. Almost from the beginning of construction, settlement of the structure was observed. During the second and third construction periods, the masons took extraordinary measures to correct the vertical distortion caused by differential settlement. By the 1990s, the average inclination of the Tower was 5.5° with the seventh level cornice overhanging

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Leaning Tower of Pisa

(Continued from Page 4)

the ground by almost 15 feet. It is interesting to note that when Galileo performed his famous falling bodies experiment in 1589, the seventh cornice overhang was about 12.5 feet.

Dr. Burland's team reconstructed the historical movement of the Tower. An understanding of the movements provided the key to developing a method for saving the tower. As was revealed during the lecture, fluctuation of groundwater levels across the site contributed to exacerbating the Tower movement.

There were two technical problems that threaten the stability of the Tower. The most immediate engineering problem involved the strength of the masonry. The change in cross section of the walls at the first floor level combined with the location of the spiral staircase gave rise to stress concentrations at the south side where the consequences of failure would be catastrophic. The second problem was the leaning instability of this tall, narrow structure. This phenomenon occurs when at some critical inclination, the overturning moment created by a small incremental increase in inclination is equal to or greater than the corresponding foundation's resistance against overturning.

The masonry problem was addressed by reinforcing the lower reaches of the Tower by installing plastic covered steel tendons around the Tower at the first cornice and at intervals up to the second story, and then post-tensioning them. This work was effective in reducing the risk of a buckling failure of the masonry (marble cladding) without detrimental visual impact to the Tower.

Foundation stability was achieved in two stages. The initial stage consisted of the temporary application of lead weights (600 tons) on the north side of the Tower. This effort resulted in a reduction in inclination and reduced the overturning moment by about 10 percent.

The second stage was the so-called "very soft" solution. The goal of this solution was to reduce the Tower inclination (up to half a degree)

by inducing subsidence beneath the north side foundation without touching the Tower structure. This approach allowed for the simultaneous reduction of foundation overturning moment, and the relief of stress concentrations on the south side masonry. A technique known as soil extraction was chosen to achieve this goal.

In addition to the project's technical challenges, there were political issues that complicated the remedial efforts. The political issues were vintage Italian parliament. In March 1990 the Prime Minister of Italy set up a multi-national/multi-discipline Safety Commission, to develop and implement measures for stabilizing the Tower. This panel was the sixteenth commissioned that century. As Dr. Burland stated, it is not widely appreciated that the decree establishing the Commission was never ratified. In Italian law a decree has to be ratified by the Italian Parliament within two months of publication or else the decree sunsets. Thus, every two months, the Commission's decree has to be renewed. This lapse occurred on a number of occasions, and work on the project was suspended. Such an arrangement makes the Commission very vulnerable to media and political pressures and long-term planning is very difficult. Such was the case in August 1996 when the Italian Parliament failed to renew the decree. The Commission was disbanded and all work ceased. Almost a year later a new decree (the seventeenth that century) recreated the Commission. Subsequent to this decree, a substantial change in the Commission membership was made.

The new Commission recommended a complete review of all stabilization measures starting again "from scratch". After a year of heated debate it was agreed to assess the effectiveness of soil extraction in reducing the inclination of the Tower.

Dr. Burland shared the challenges and frustrations of participating in such a high profile project in an earnest, and occasionally humorous, manner. Despite these challenges and frustrations, the Tower was stabilized and opened to the public in 2001. Now visitors can climb the spiraled 300

steps to the bell chamber to experience the view of Pisa that Galileo also experienced in 1589.

During the course of his presentation, Burland expressed grave concern about the declining number of youths involved in scientific and engineering study in the UK. He extended this observation to include what is occurring in the USA. He recommended that schools (elementary and secondary) engage youths in science with hands-on challenges as a way to motivate our youth and thereby slow down or reverse the drain of youngsters from careers in science and technology.

TRAFFIC SOFTWARE TRAINING SESSIONS CO-SPONSORED BY ASCE LEHIGH VALLEY SECTION

Two upcoming training sessions are being held by Penn State University and are being co-sponsored by the Lehigh Valley Section. Each course will be conducted at the Penn State Corporate Learning Center in Bethlehem.

The fee for each course is \$495, with a discount for those who plan to attend both sessions.

Please visit the McTrans website (<http://mctrans.ce.ufl.edu>) for registration and more information.

Traffic Network Study (TRANSYY-7F) Seminar — April 5 and 6, 2005. This course will provide lectures on traffic flow theory and hands on software applications using TRANSYT-7F.

Corsim for Beginners — April 7 and 8, 2005. This course will provide lectures on traffic flow theory including software applications using the FHWA Traffic Software Integrated System.

HAVE AN ARTICLE? SEND IT IN!

THE NEWS welcomes articles, submissions, photos and just about anything that can be printed if you think it would be of benefit to the ASCE, Philadelphia Section membership. If you have something you would like to share in these pages, please contact the Interim Editor about it.



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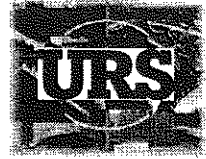
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THE STOVER PRESIDENCY

Good Leadership From A Humble Guy

Well, it appears that the Section could survive most anything. We made it through another cold and snowy winter. We ALMOST got all the Section meetings in unscathed by the weather (in spite of that pesky January "dusting" that made the trip from Center City to Valley Forge almost as fast as the one made by Washington's troops 200-some years ago!). Even with the snow, if one could call what we got snow, the joint meeting with ASHE still brought out close to 140 brave souls! And, once again, we got bad news on short notice that forced us to go into "mad dash" mode and find a new location for our Spring Social. We got through it all, and as they say in the military, mission accomplished.

Our 92nd Section President, **Brian A. Stover**, was there to lead us through another successful season. He can proudly say it was a success all because of him. Of course, we know the modest Mr. Stover certainly will not take all the credit — he knows he is surrounded by lots of helpers, even if some of them went to that "other" school up 33rd Street from the good ol' University of Pennsylvania!

So now comes the time when the Editor (Interim or otherwise) of THE NEWS has to say nice things about the outgoing President. Let's make a few points very clear at the outset. First, I have to say that Brian certainly deserves to have many nice things said about him and his year as Section President. Second, just because he deserves it doesn't mean it's necessarily going to happen (I'm setting the tone for what's to come?). Third, nowhere is it written that the Editor HAS to say nice things. I may want to follow the tradition started by my esteemed predecessor, who leaned toward the not so complimentary, but did it in a way that at least made you think it was good at first glance. Fourth, we're friends, and pals hold each other in only the highest of regard. (You know it's going downhill now...) Fifth, and last, one of the luxuries of being the INTERIM Editor is that you can "live on the edge" and say what you want. What are they gonna do, fire me? Cut

my salary? With this in mind, here goes. (And, Brian, remember - friends!)

My little pocket Random House Dictionary, which I keep close at hand, but hardly ever use, defines "friend" as "person attached to another by personal regard". The same little dictionary says that "colleague" is an "associate in work". Makes sense.

With this knowledge, I can logically conclude that Brian is both a friend and a colleague. And, taking this one step further, the entry under "friend" goes on to indicate that the capitalized version of this word means "Quaker". Interesting that this particular friend is a fellow Penn Quaker... Coincidence or not?!

So where is your Interim Editor going with this? (He wishes he knew too! Is he about to go a little James Joyce on you? Let's hope not!)

Looking back, I can say I've known Brian for quite a while. Does this closeness make writing a piece like this any easier? Heck no, but let's see what we can do.

There are no surprises as to Brian's success with the Presidency of our Section from my perspective. If you know Brian, you know he is driven, fair, enigmatic (hey, I already have the dictionary out and open, so... there's a dictionary word for you!). He was once cited as one of the "forty under forty" in our region. Unfortunately, this was a few years ago, he didn't stop at 39, and he no longer qualifies for this honor (is there a "fifty under fifty" out there? If so, Brian's "in"!).

So how do I know what I know about Mr. Stover? We first met in college in 1978. He was a year behind me at good ol' Penn. I think the course where we met was dynamics. I was thinking about switching from civil engineering to computer design (a very esoteric field in 1978, before Bill Gates and folks like him — and this goes to reinforce the true foresight that your Interim Editor actually has!), and I went this route for a semester. Not finding it to my liking, I decided to stick with civil, and quickly found myself with some computer knowledge but a couple of courses off the cycle for the civil track (but it was fairly easy to catch up). During this catch-up, I got to meet Brian. No, I didn't get left down, despite what you might have heard! But it's not about me.

It's true what they say — Penn is a school of smart people. Smarts notwithstanding, you won't find too many working class kids, like Brian and I, there — not then, not now. Sure, a few are let in here and there, but it's definitely a small group (using Ivy League jargon, we like to think of it as an "exclusive fraternity"). There are not too many local Catholic school kids, like Brian and I, there either. He went to that glorified grade school, so-called high school in Chester known as St. James — not quite as bad as Roman or "the Prep", kind of on par with lowly Bonner in the eyes of this Neumann Pirate! (And, go ahead, Brian, you can rub it in about how it's now Neumann-Goretti and they're the Saints...but who's Number 2 in boys' basketball in the region??)


However, he was a country boy, from the depths of the wilderness of southern Delaware County, and I was (am?) a South Philly street rat. Despite the school and locale differences, the common bonds must have helped draw us together, and we became pals. But it's not about me.

And I do mean wilderness. Once, he invited me out to the sticks where he lived back in our college days and we crossed the Delaware border within minutes of leaving his house. To this naïve city kid, that was far away (as you can see, I didn't travel very much in my college days!). But it's not about me.

Graduation came and we lost touch. We did run into each other in Chinatown once, by chance, but we remained out of touch for a while. Then he came back. He was working for SEPTA and doing something in one of MY streets (!), so once again we managed to meet up. As it turned out, he had met his special someone, Joanne, at SEPTA, and was about to be married. We vowed to keep in contact a little better from this point onward. ("Contact", as we defined it, meant an occasional Penn basketball game, but, heck, it was still contact.) We did stay in touch, but only a little better than in the previous few years. Better than nothing. But it's not about me.


One day, I walk in the house from work, click on the TV, and Action News at 6 is just starting. After a couple of teasers, Jim Gardner notes that the "big story" that day took place on the streets

(Continued on Page 7)



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The Stover Presidency

(Continued from Page 6)

of Darby. There and then, I knew it must be a slow news day, when a problem in Darby is the "big story" (and this was in the days BEFORE it had a mayor who parked her car on the train tracks to send the railroad a message!). Suddenly, the scene shifts to Main Street, and there's Brian's face, in profile, on the screen. He's being yelled and screamed at by the town's Police Chief. It seems that one of Brian's projects, on the SEPTA trolley tracks in Main Street, was interfering with traffic movement. Go figure! The Chief threatened to put him in jail for doing his job. This was a fate even Mr. Stover didn't deserve, but it was almost comical to watch it. (As he told me later, it wasn't very comical to experience it first-hand, and he wasn't sure his superiors at SEPTA would have leaped into action to bail him out, but...)

Let's fast forward a couple of years. Brian moves on to Urban Engineers, doing the CM thing on Vine Street (once again, in one of MY streets (!)), and getting yelled and screamed at by a lot of new people (sometimes, not always, police). He's married and living in Northeast Philadelphia. The "bumpkin" (as one of his other colleagues would refer to country folk) got moved into the big city by his new bride, Joanne. And he seems to be enjoying it. And, once again, we're seeing each other more often - another good thing. But it's not about me.

Vine Street gets successfully completed. Brian gets a Section award for his efforts, along with the accolades of many throughout the region. The youngster, that under-forty guy, also gets a couple of gray hairs out of it. Next thing you know, he's moving the bride and his son Chris back out to the "sticks" from whence he came. So much for taking the boy out of the country (but not taking the country out of the boy)! And the next thing you know, son Tim comes along.

Surprisingly, the two young "fellers" from Penn, awash in a mob of barbarians from lesser schools (Drexel and Villanova being the two "usual suspects"), manage to keep in touch as they grow older and wiser. Is it the safety in num-

bers thing (two Penn guys vastly outmanned (and outwomaned) by the raging hordes from other colleges) that keeps us close? Hard to say. But it's not about me.

Brian is a fine fellow. A great leader. We all know that. He has taken on active roles and presidencies of local chapters of the Construction Management Association of America (CMAA - why do I always think "country music" when I see these initials!?) and the American Society of Highway Engineers. He even managed to get his "city" pal more involved in the latter - I'm not sure if this is good for either the organization or me, but I haven't been asked to leave yet. Time will tell. But it's not about me.

In some ways, I feel as though I've similarly "roped" him into the ASCE fold. I'll take this credit if you think he was a good President - if you don't, hey, I'll gladly take the blame. If anyone had any doubts how Brian would lead the Section back around last May or so, those doubts have all been erased. We've seen what Brian can do and we're the better for it. There were no big controversies during his administration. He produced a great meeting program. He's led the Section ably and admirably. No names had to be changed to protect the innocent. Enough said.

Now, Brian can add ASCE to his impressive resume. And I'm glad I can call him a friend. (And, after this send-up, I hope I can still call him a friend?! Did I mention that he has a great sense of humor?)

Here's to Brian Stover - you've done good. We all appreciate your motivation, leadership and inspiration. Now you can proudly join the ranks of Past Presidents of the Section, which means you can now attend Board meetings at your leisure and, when you do, you can watch the proceedings without fear of having to complete any assignments. (Word of advice - don't follow the lead of THIS Past President, who, eleven years after his term, STILL hasn't learned that he doesn't have to keep taking on duties!)

And now we anticipate how Chris Menna, the youngster who has to follow the proverbial tough act, will fare in his year at the helm. Chris is a brave man - he gets inducted as President on May

6 and, the very next day, becomes a husband. Not to worry, Chris, it's all good, and your helpers await your direction and remain ready to assist you with keeping the well-oiled machine that's the Philadelphia Section going. As for your married life, well, we're behind Felicia and you every step of the way.

CALL FOR PAPERS!

**2005 Pennsylvania Stormwater Management Symposium
Stormwater Management Implementation -
Are We Getting It Right?**

Villanova University is again hosting the 2005 Pennsylvania Stormwater Management Symposium on **October 12-13, 2005**. The purpose of the symposium is to advance the knowledge and understanding of comprehensive stormwater management for those dealing in all aspects of planning, design, implementation and regulatory compliance. A half-day workshop for non-engineers will be held preceding the symposium. Participants are expected to include Engineers, Planners, Water Resource Professionals, Regional, State and Local Government Representatives, Land Development Professionals, and Watershed and Conservation Groups.

The main track of the first day of the symposium and the half-day workshop will be broadcasted live over the Internet. We are pursuing remote sites to allow for live questions and answer sessions. The symposium organizing committee is seeking potential speakers for the proposed sessions. Interested presenters and authors are encouraged to submit a brief abstract of not more than one page by **May 30, 2005** (papers are required).

Papers will be published in the conference proceedings, and authors will receive a discounted registration fee. Electronic submittal is required through the website listed below.

For more details and a list of proposed sessions follow the below link to the Villanova Urban Stormwater Partnership homepage, <http://www.villanova.edu/vusp/>

For more information, please contact Dr. Robert Traver (Robert.Traver@Villanova.edu) directly.

**Following the rules will not get the job done.
Getting the job done is no excuse for not following the rules.**

- Dilbert

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MARCH JOINT DINNER MEETING

Thursday, March 17, 2005

The Union League, Philadelphia, PA

"South Jersey Transportation Master Plan"

by Robert Wright, Interim Editor

The Philadelphia Section, ASCE returned "home," after four meetings on the road, to team up with three other technical societies for our March Joint Dinner Meeting to hear about the *South Jersey Transportation Master Plan*. A group of over 130 Irish folk, honorary and otherwise, turned out to see and hear the presentation.

Section President **Brian Stover** opened the evening and cited the Section's 15 newly-inducted Life Members. Six of them were in attendance to receive their Life Certificates — **Daniel Banks, Peter Johnson, Sheldon Kinbar, Alfred McClymont, Aswin Patel, and Paul Peterson**. Membership Secretary **Tom Brady** assisted with the presentation of certificates.

Student Chapter officers from the two featured colleges were invited to give short updates on happenings in their Chapters. **Renee Robert** and **Emily Maurer** of Widener University presented a short slide show on their activities, and **Jesse Young** of Swarthmore College spoke on his Chapter's events.

Representatives of the meeting's partner societies highlighted their group's current plans. These included Section Vice President **Carol Martsof**, also Vice President of the Women's Transportation Seminar, Philadelphia Chapter; **Dean Kaiser**, President of the Mid-Atlantic Section, Institute of Transportation Engineers (MASITE); and **Susan Best** of the Society of Women Engineers, Philadelphia Section.

The SJTA

Vice President Martsof introduced the evening's featured speaker, **Kathleen Aufschneider, P.E.**, Chief Engineer of the South Jersey Transportation Authority (SJTA).

In keeping with the St. Patrick's Day theme, Ms. Aufschneider advised that she was half-Irish, and went on to explain SJTA's scope and responsibilities. Its primary mission is the operation of the Atlantic City Expressway and the Atlantic City International Airport. She noted that she intended to talk more about her agency's Capital Program and how it ties into the Master Plan.

Ms. Aufschneider gave a brief history of the founding of Atlantic City in the 1850's as a place for Philadelphians to get away from the city and enjoy the salt air. Demand for this travel initially resulted in the construction of four railroad lines to move shore goers. The Expressway was built in the 1960's for the same purpose. The growth of the South Jersey shore towns and the increase in visitor traffic have required infrastructure investments to both renew the 40-year-old Expressway and expand capacity. In the last ten years, roadway widening has resulted in a 30% increase in capacity on the Expressway. Similarly, the Airport has seen a 25% growth in air traffic over that period.

SJTA also manages casino bus traffic in Atlantic City. Ms. Aufschneider explained that the

agency has targeted safety education for bus drivers to reduce accidents. It also has funded an employer bus program to help low-income people get to jobs. Additionally, SJTA manages several parking garages in Atlantic City.

The agency has budgeted \$80 million in toll receipts in its 2005 budget. This supports a \$30 million annual capital program, primarily funded by bond sales.

The Expressway

Ms. Aufschneider referenced the statistic that about 45% of the summer weekend users are headed to and from Cape May County resorts, which means that these users are clearly choosing the Expressway over parallel toll-free routes. She noted that the Expressway differs from many other toll roads in that there are parallel state highways (Black Horse and White Horse Pikes) that are toll-free and are good alternates for drivers. Thus, most users do so by choice, despite the cost.

The road's improvement program is targeted to increased capacity, congestion/incident management, infrastructure renewal, and environmental sensitivity. The last factor, as Ms. Aufschneider remarked, is an odd one for a transportation agency, but she added that most of the Expressway and the entire Airport are located in the protected New Jersey Pinelands.

The Airport

Taking a "commercial break" from her presentation, Ms. Aufschneider highlighted the advantages of the Airport with its "hassle-free" approach — small crowds, low parking rates, and easy access to the region. Many of the improvements on the Airport have been made using Federal Aviation Administration funds matched by toll receipts.

She added that work is underway in the terminal and on the airfield to increase capacity. Other measures are being taken along the lines of environmental sensitivity. A 1300-car parking garage, to be produced using the design-build approach, will be supplementing the existing 1600-space surface lot. Ms. Aufschneider reminded the crowd that parking is still a low, low daily rate of \$4.

Conclusion

Ms. Aufschneider advised that much more information is available on the SJTA website, www.sjta.com. She also urged those present to spread the word about the need for transportation as a profession in the future.

A short question and answer session followed (perhaps prompted by the crowd's desire to head out for St. Patrick's Day libations?).

Ms. Aufschneider received tokens of appreciation from Presidents Stover and Kaiser and Vice President Martsof.

FROM THE ANNALS OF THE SECTION'S HISTORY...PART 2 THE SECTION'S "HOTLINE"

As mentioned in a previous Section History piece, Section meetings were conducted at the Engineers Club for a long time. Anyone who wished to attend a meeting was asked to call in a reservation at the Club in advance of the meeting. This system more or less worked, but more often than not a called-in reservation was missing from the list once the caller arrived at the meeting to settle up. Despite its inherent difficulties and shortcomings, the cantankerous system was our system.

Once the Section branched out to other meeting venues, the Club was no longer an option for calls. Several Section officers volunteered to accept reservations on their business phones. Again, this method left much to consideration, but it more or less worked. However, with meetings now being conducted in restaurants and hotels, a more firm number was needed for accounting and cost purposes. It was pretty obvious to all observers that the meeting reservation system needed an overhaul.

Along these lines, two things occurred. Section President (and newly-inducted Life Member!) Klaus Fuelleborn suggested a solution with the use of an automated telephone answering service in 1992. He established this and had an employee of his office handle recorded messages and retrieve any voice-mail messages left on the network. It was an immediate success.

The Section Presidents who followed Klaus were smart enough to see this was a good thing and continued the use of this service. However, the nice, soothing voice of Klaus' employee was soon replaced by a less smooth monotone. (We wonder who that could be...)

Like many things that work, after a couple of years, it had to be reworked. When Bell Atlantic separated the Philadelphia area into two area codes in the late 1990's, the Section realized that the "Hotline", as it became known, had a 215 area code and therefore would be a toll call from many suburban locations that were being grouped into the newly-formed 610 area code. Another effort was undertaken to see what service could be available using a toll-free (800) number. A fairly inexpensive service was found (actually, as things turned out, it was cheaper than the service then in use), and the current Hotline (800-461-4190) began operation in 1999.

Additionally, the loss of the Engineers Club meant that the Section had no consistent mailing address. This was solved through the institution of the Section's post office box in 1993.

Unfortunately the Section does not have the resources to have the Hotline have "ASCE" as part of the number.

**Never delay the ending
of a meeting or the
beginning of a cocktail hour.**

— Dilbert

YOGI BERRA'S WORDS TO LIVE BY

In last month's edition of THE NEWS, we provided several quotes, sayings and thoughts related to things Irish (March, St. Patrick's Day, get it?). Since it's now spring, and baseball season is upon us, we are happy to impart some words of wisdom from that sage of baseball, Yogi Berra. Also, since THE NEWS takes off for the summer (although we are planning a Summer edition, if we can motivate the Interim Editor to leave his other many warm-weather pursuits to spend some time in front of the computer!), we thought we would give you enough of this to last the entire baseball season. Enjoy!

You should always go to other people's funerals. Otherwise, they won't come to yours.

I didn't really say everything I said.

Responding to a question on whether a player had exceeded expectations for the season – I'd say he's done more than that.

He can run anytime he wants. I'm giving him the red light.

It gets late early out there.

A nickel isn't worth a dime today.

Baseball is 90% mental and the other half is physical.

Nobody goes there any more. It's too crowded.

When asked for the time – Do you mean right now?

I made a wrong mistake.

I always thought that record would stand until it was broken.

In response to whether a group was lost – Yeah, but we're making great time.

Why buy good luggage when you only use it when you travel?

It was impossible to get a conversation going. Everybody was talking too much.

I usually take a two-hour nap, from 1:00 to 4:00.

If you come to a fork in the road, take it.

A comment on the presidential election – Texas is important to the election since it has a lot of electrical votes.

When he was told he looked cool – Thanks. You don't look too hot yourself.

If you can't imitate him, don't copy him.

SECTION WEBSITE ONCE AGAIN IN OPERATION!

Some of you may have noticed that the Philadelphia Section's website experienced some serious problems in mid-March. Apparently our website was "pirated" by unknown folks and rendered unusable.

In need of a quick solution, President **Brian Stover** commissioned a group which consisted of Vice President **Carol Martsoff**, Chair of the Website Committee, Past President **Allan Moore**, Treasurer **David Hanly**, Director **James Markham** and **Vincent Chin** of the Younger Members Forum. As Carol describes it, the action taken was as follows:

"David immediately freed our server so we could have access to it, and Vincent was fast and reliable in getting a new website started, ensuring that we will also get e-mail at info@asce-philly.org.

"ASCE National re-established their link to our site now that it is back up again.

"All information from our old website has been relocated to Vincent and he will upload as much as he can to re-establish the site."

Thanks go out to Carol, Allan, Dave, Jim and Vince for a great job done quickly and efficiently to once again allow the Section to exist in the world of cyberspace.

The website can still be reached at www.asce-philly.org.

When asked what he would do if he found a million dollars – I'd find the fellow who lost it. If he was poor, I'd return it.

You have to be very careful if you don't know where you're going, because you might not get there.

I knew I was going to take the wrong train, so I left early.

If you don't know where you're going, you'll wind up somewhere else.

Think about it – how are you going to think and hit at the same time.

He must have made that movie before he died.

You can observe a lot by just watching.

You have to give 100% in the first half of the game. If that isn't enough, you give what's left in the second half.

If the fans don't come out to the ball park, you can't stop them.

Yogi's wife asked him about his last wishes. "Yogi, you're from St. Louis. We live in New Jersey. You played ball in New York. If you go before I do, where would you like to be buried?" His reply – "Surprise me."

INTERESTED IN ENVIRONMENTAL & WATER RESOURCES ENGINEERING?

The Philadelphia Section, ASCE is gauging interest in initiating an Environmental and Water Resources Technical Group. This Group would work alongside the current Technical Groups (Construction, Structural, Transportation, Engineering Management, and DVGI) with a focus on environmental and water resources issues. Borrowing the vision of ASCE's Environmental and Water Resources Institute, this Technical Group will be tasked with the integration of the technical expertise and public policy into the planning, design, construction and operation of environmentally sound and sustainable infrastructure impacting air, land, and water resources. Specifically, this Group will focus on how these issues impact the Delaware Valley and neighboring areas. If you are interested in participating in this Group, have ideas on possible speakers and topics, or would like additional information, please contact **Jeremy Colello** at (215) 222-3000 x3514 or jcoello@pennoni.com.

THANKS TO OUR SPONSORS

The Philadelphia Section Sponsorship continues to be a success. A total of 30 local firms have taken part in the program so far this season. The Section extends its collective "thank you" to our sponsors for their commitment and continued support of the Section.

There are several benefits available to you as a Section Sponsor. For a low annual fee, you too can be a part of this program and have your business card appear in each edition of THE NEWS, among other perks. You may have seen the cards of those who have decided to become Section Sponsors for the current season throughout this edition. If your firm is not in this esteemed group, and you would like to become a sponsor, this is the time to consider it.

For information on the program, please contact our Interim Editor, **Bob Wright** at (215) 686-5538 or robert.wright@phila.gov.

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ANOTHER ENGLISH LESSON...

Since the articles on grammar and usage that previously appeared in the pages of THE NEWS were so well received, we thought we'd bring some more for you to read on the nuances of the English language.

If you ever feel stupid, then just read on. If you've learned to speak fluent English, you must be a genius! This little treatise on the lovely language we share is only for the brave. Peruse at your leisure, English lovers. Here are some examples that illustrate the difficulty of the English language.

- 1) The bandage was wound around the wound.
- 2) The farm was used to produce produce.
- 3) The dump was so full that it had to refuse more refuse.
- 4) We must polish the Polish furniture.
- 5) He could lead if he would get the lead out.
- 6) The soldier decided to desert his dessert in the desert.
- 7) Since there is no time like the present, he thought it was time to present the present.
- 8) A bass was painted on the head of the bass drum.
- 9) When shot at, the dove dove into the bushes.
- 10) I did not object to the object.
- 11) The insurance was invalid for the invalid.
- 12) There was a row among the oarsmen about how to row.
- 13) They were too close to the door to close it.
- 14) The buck does funny things when the does are present.
- 15) A seamstress and a sewer fell down into a sewer line.
- 16) To help with planting, the farmer taught his sow to sow.
- 17) The wind was too strong to wind the sail.
- 18) After a number of injections my jaw got number.
- 19) Upon seeing the tear in the painting I shed a tear.

- 20) I had to subject the subject to a series of tests.
- 21) How can I intimate this to my most intimate friend?

There is no egg in eggplant, no ham in hamburger, and neither apple nor pine in pineapple. English muffins weren't invented in England or French fries in France (surprise!). Sweetmeats are candies while sweetbreads, which aren't sweet, are meat.

Quicksand works slowly, boxing rings are square, and a guinea pig is neither from Guinea nor is it a pig. And why is it that writers write but fingers don't fing, grocers don't groce and hammers don't ham?

If the plural of tooth is teeth, why isn't the plural of booth beeth? One goose, 2 geese. So one moose, 2 meese? Doesn't it seem crazy that you can make amends but not one amend. If you have a bunch of odds and ends and get rid of all but one of them, what do you call it? Is it an odd, or an end?

If teachers taught, why didn't preachers praught? If a vegetarian eats vegetables, what does a humanitarian eat? In what language do people recite at a play and play at a recital? Ship by truck and send cargo by ship? Have noses that run and feet that smell? Drive on parkways and park on driveways?

How can a slim chance and a fat chance be the same, while a wise man and a wise guy are opposites? You have to marvel at the unique lunacy of a language in which your house can burn up as it burns down, in which you fill in a form by filling it out, and in which, an alarm goes off by going on.

OOPS!

The March NEWS contained two errors. (We're getting better...!?)

On page 3, the Interim Editor got a little carried away with prepositions. In the "Spring Social Taking Shape" article, the fourth sentence in the third paragraph mentions "...much the same ambience of that we enjoyed...". The "of" is the redundant preposition, for those of you who didn't already notice this.

In the Section History piece on page 4, the Interim Editor managed to add one too many "e"'s to "Tennessee" in the third sentence of the first paragraph. (Should've used an abbreviation?!)

The Interim Editor's salary has been adjusted accordingly. The jury is still out on whether he will be sent to summer school.

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