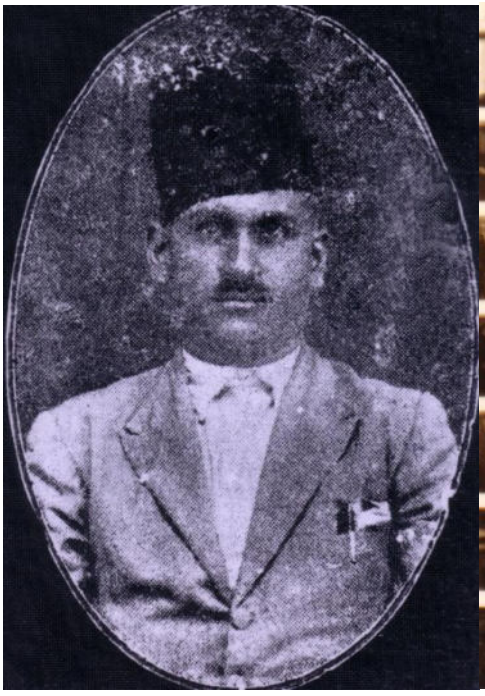
PHOTO GALLERY

Family Pictures

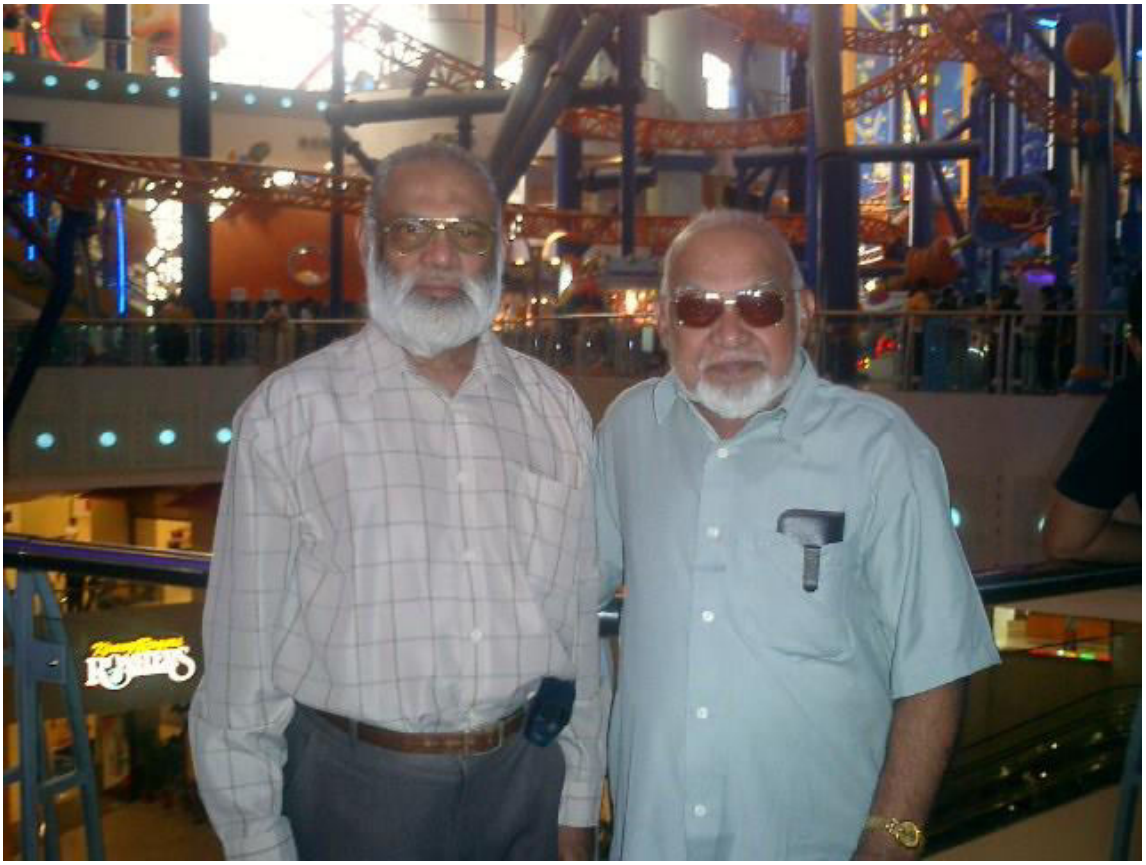
AGA BARRIE's Mother Haseenah Ummah (1902-1966) **and father Abdul Ghani Alim (1898 -19360**



MATERNAL UNCLE ZAINUL ABDEEN MARIKAR & AGA WITH HIS NIECE HUSSEINA HUSSEIN

NAFEESA CHACHI AGA'S MOTHER'S SISTER

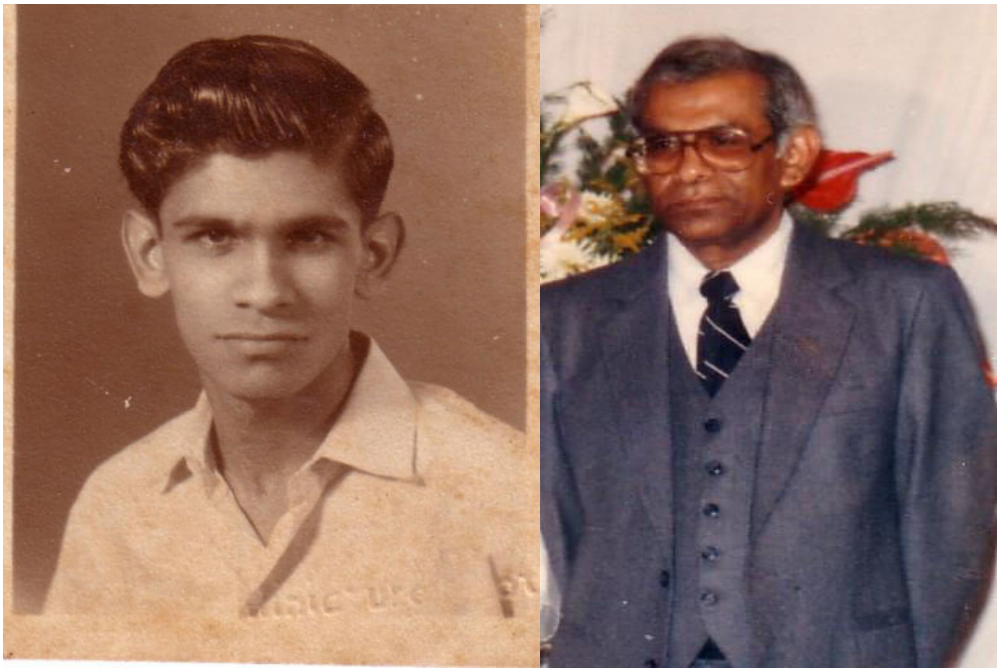
AGA BARRIE AT 10 YEARS AND HIS BROTHER AGA AZEEZ 20 YEARS OLD



AGA BARRIE WITH AGA AZEEZ IN MALAYSIA IN OCTOBER 2004

THAHIR UNCLE **HATHY UNCLE** **ZAIN UNCLE**

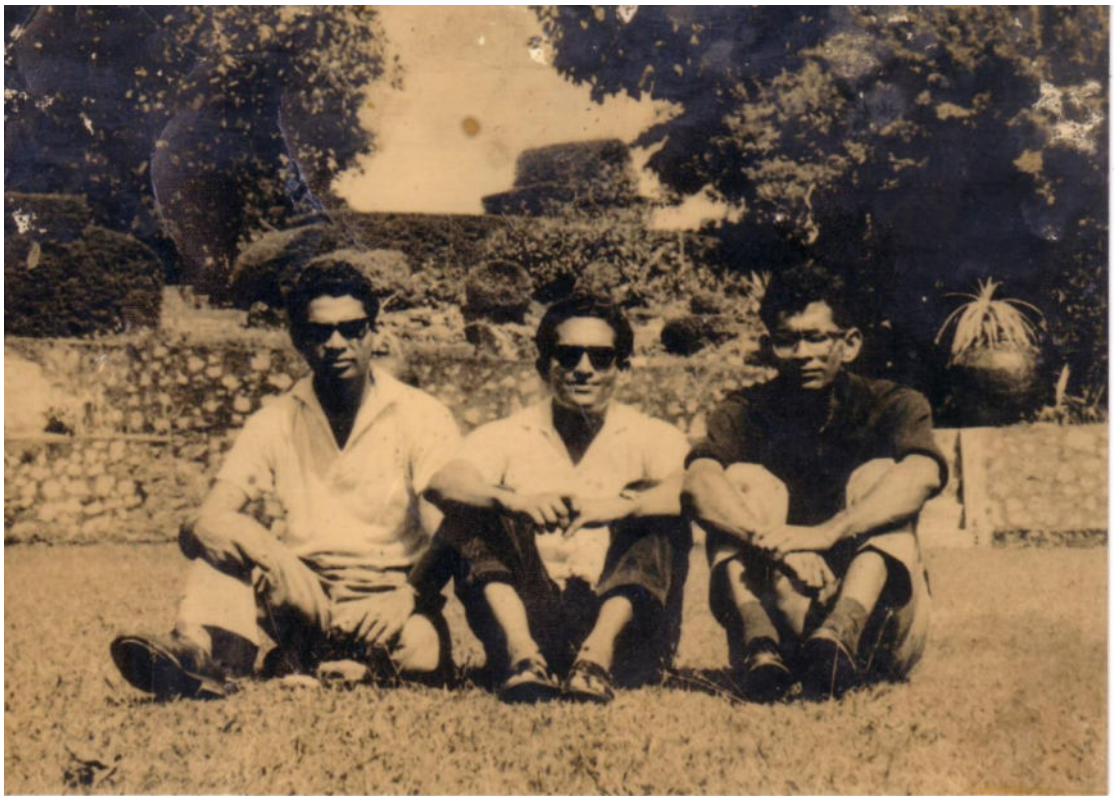
THE THREE GREAT UNCLES OF AGA BARRIE



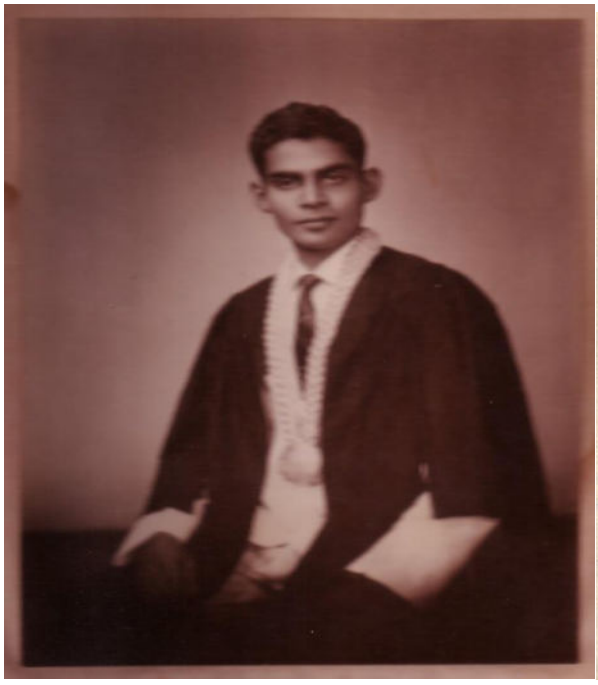
ZAM BARI

FIRST FAMILY MEMBER TO LEAVE THE COUNTRY FOR EMPLOYEMENT

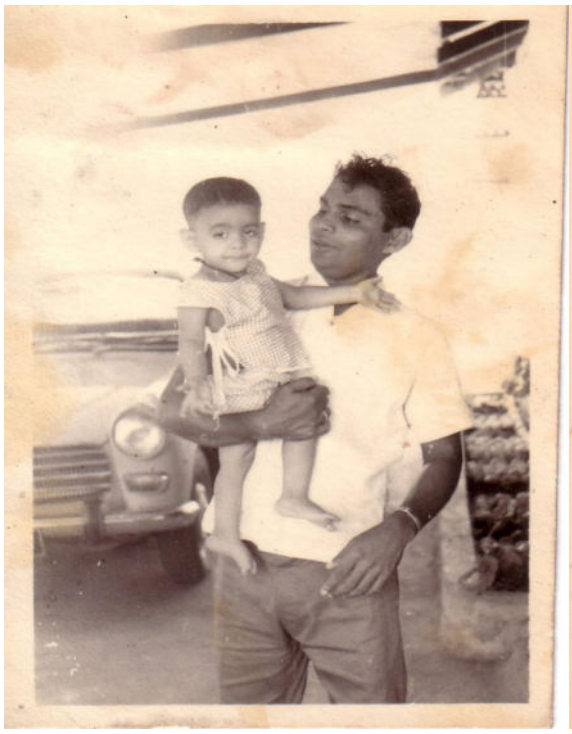
M.I.M SABIR PASHA – THE FORCE BEHIND THE FAMILY



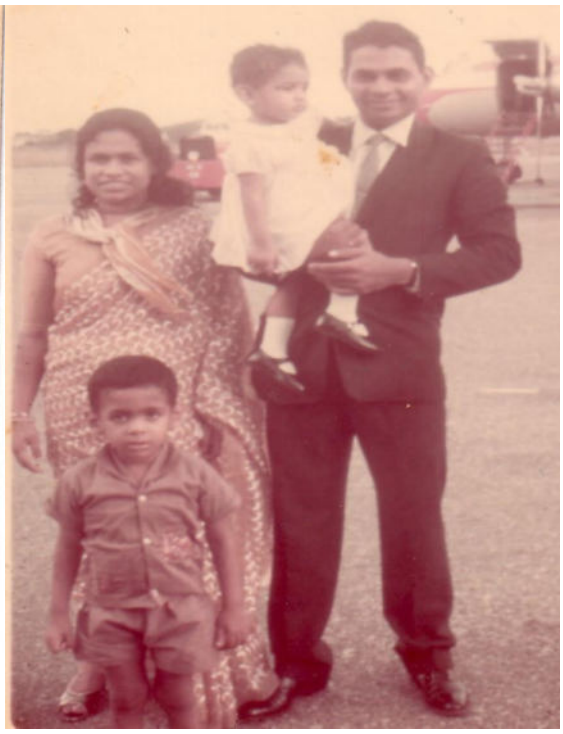
THE "TRIO" A.G.A.BARRIE, SABIR PASHA AND Z.A.M.BARI
AT THE BEVIS BAWA'S GARDEN IN 1959.



CONVOCATION PICTURE A.G.A.BARRIE. TAKEN IN THE YEAR 1960. **CAPT. AGA BARRIE IN 4TH D&C REGIMENT**



AGA WITH HIS SON IFTIKHAR



AT THE RATMALANA AIRPORT LEAVING TO CANADA IN APRIL 1969

AT UDA WALAWE PROJECT, IN 1966

AGA BARRIE AND JIFFRIYA IN JIFFRIYA'S BIRTH PLACE

RADIANT JIFFRIYA IN HER FIFTIES LIVING IN MALAYSIA

AGA'S WEDDING TOOK PLACE ON 13TH FEBRUARY 1965 IN BERUWELA.

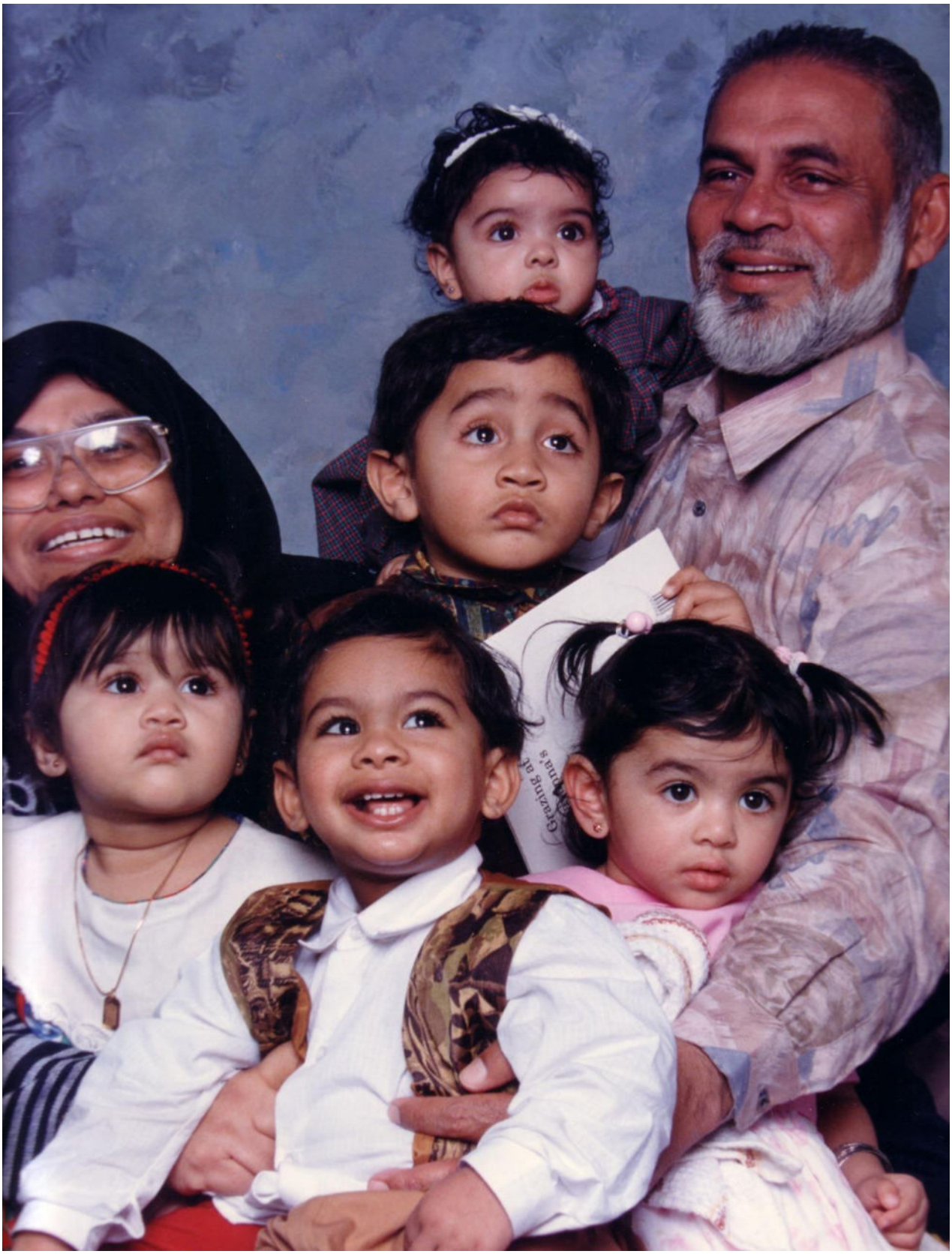
WEDDING CEREMONY CONDUCTED BY UNCLE ABDUL JALEEL LEBBE, HIS FATHER'S BROTHER AND WITNESSED BY A.M.A.AZEEZ, PRNCIPAL. ZAHIRA COLLEGE. ON 13TH FEBRUARY 1965.

RAIHANA AS THE FLOWER GIRL AT RAMANI- NEELIA'S WEDDING

AGA'S GRAND CHILDREN YAHYA AND HANNAN DEEN AT JIFFRIYA'S HOME

RAIHANA, RADHIA AND IFTIKHAR IN MEDINA IN THE YEAR 1978

HADJ WITH JIFFRIYA'S PARENTS IN THE YEAR 1978



AGA AND JIFFRIYA WITH THE FIRST FIVE GRAND CHILDREN

JIFFRIYA AND THE KIDS AT PINEMORE CRESCENT HOME

IFTIKHAR AND HIS CHILDREN TAKEN IN THE YEAR 2003

RAIHANA AND CHILDREN

RADHIA AND CHILDREN TAKEN IN EARLY 2004 AT ENDAH VILLA

AGA'S FAMILY

REFAI WAS MARRIED TO FAIZA IN MARCH 1968. THIS PICTURE OF THE HAPPY COUPLE WAS TAKEN IN JUNE 2004 AT THEIR NEW HOME IN MACLEOD ROAD.

PICTURE TAKEN WITH THAHIR UNCLE IN HIS LAST DAYS. HE IS ENJOYING ONE OF THE GREAT GRAND DAUGHTERS ZEENATH

Pictures with Friends

AGA'S FIRST CONTACT IN PITTS CONSTRUCTION GEORGE & BETTY

1958

1961

2000

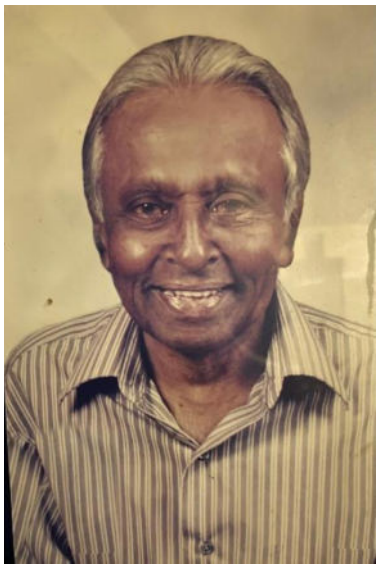
Uni Room Mates – Tuley de Silva, AGA Barrie, M.Y.Mohamed

BEARDED GROUP 1960 FACULTY OF ENGINEERING

TOP (Left to Right) **BANDULA WANIGASEKERA, A.G.A. BARRIE**

BOTTOM (Left to Right) **ANTON MUTTUCUMARANA, D.C.LELWELA,**

DANIEL FERNANDO ,JIM De SILVA.



DAYA CHITRAPRIYA LELWELA

ELWELA AND THE FAMILY

DAYA AND NOELENE LELWELA AND THEIR GRAND DAUGHTER

ENJOYING A MEAL WITH AMBASSADOR IZZAT AHAMED IN RIYADH IN 1993

PICTURE WITH OLD FRIEND VICTOR SONCIN IN 2003 AT IFTIKHAR'S HOME.

THIS PICTURE WAS TAKEN WITH ZAM REFAI AND HIS GOOD FRIEND A.J.M.FAROOK OF KAHAWATTE, WHEN HE VISTED HIM, AT AHSAN'S HOME AT MACLEOD ROAD, AFTER AGA'S OPERATION IN JUNE 2004.

PICTURE OF M.S.M. NIZAR AND HIDAYA TAKEN AT THE COLOMBO HILTON ON THE DAY OF SARA'S WEDDING IN AUGUST 2004.

THESE PICTURES WERE TAKEN IN JUNE 2004 AFTER AGA's OPERATION. SOME OF 'THE GREAT ZAHIRA RIFLE TEAM' WITH THE MINISTER OF ENVIORENMENT.

Left to Right: 1st Row M.S. Amit, AGA Barrie, Minister M.H.M Fowzie, M.S.M.Nazeem, M.Y.Mohamed.

2nd Row M.K.M.Mulaffer, T.M.Rajudeen, M.Siddique Sally.

1st Row Left to Right: M.G.Ahmath, AGA Barrie, ZAM Refai. Ahsan Refai.

2nd Row Left to Right M.Y.Mohamed, Minister M.H.M Fowzie, T.M. Rajudeen,

. M.W.Amit, M.S.M.Nazeem, M.S.Amit, M.K.M.Mulaffer, M.Siddique Sally

AGA Barrie with Jim Metcalfe in Cansult office, Abu Dhabi on 29th January 2005

FIRST CUSTOM BUILT HOME IN TORONTO BY SRI LANKAN

Extra - Curricular Exploits Pictures

The three musketeers

Mulaffer Khalid, M.B.M. Ghouse and AGA Barrie

IN GALLE GYMKANA CLUB SHOOTING COMPETITION 1955.

THE TWO HOUSES AT ROBBINSTONE DRIVE, SCARBOROUGH

WINNERS OF HERMAN LOOS CUP FOR ALL ROUND EFFICIENCY 1955.

ZAHIRA COLLEGE MINIATURE RIFLE CLUB CHAMPIONS 1955

Professional Life Pictures

AGA's First Tamil Medium School in Maligahena, Beruwela

MASJID IN OTTAWA

RIGHT BANK POWER PLANT AT UDAWALAWE PROJECT. PICTURE TAKEN IN JANUARY 2005.

ADMIRING THE COMPLETED OUTFALL OF MEDINA STORM DRAINAGE SYSTEM, BEFORE LEAVING TO RIYADH IN DECEMBER 1979.

THE SIMCOE STREET TUNNEL, USING PRE-CAST GIRDERS

CERCON MANAGING DIRECTOR WALID ATTARI AND A.G.A.BARRIE

QATIF HOUSING PROJECT

THE MAJESTIC ENTRANCE OF MOMRA HEAD QUARTERS IN RIYADH.

Chairman High Point Rendel – Dato' Haji Thasleem Ibrahim discussing a report with AGA

DAT'O SAMY VELU WISHING AGA AT THE PROJECT OFFICE IN 2004

THE LAST LOOK AT THE AIMST UNVERSITY BEING BUILT AT ALOR ESTAR MALAYSIA. IT IS ALMOST 85% COMPLETE. PICTURE TAKEN IN NOVEMBER 2004.

Ziard Deen

World Forum of Sri Lanka Muslims AGM in Toronto - Pictures

1. RAIHANA BARRIE CONDUCTED THE MEETING AS EMCEE

RAIHANA BARRIE

RECITAL OF QIRATH BY RIZVI BASHEER

RIZVI BASHEER

CHAIRMAN'S ADDRESS

AGA BARRIE

SECRETARY GENERAL'S ADDRESS

RIZWAN WAHAB

HALEEM OSMAN

TEAM LEADERS REPORT

EDUCATION

JAZAL MARZOOK

HEALTH AND WELL BEING

Dr RAMALI

MEMBERSHIP DEVELOPMENT

AFZAL HAMID

YOUTH WING

UBAYD DEEN

FINANCE

HALEEM OSMAN

OTHER TEAMS

SECRETARY GENERAL FILLING IN FOR THOSE WHO WERE NOT PRESENT

AGM IN PROGRESS

Newspaper Accounts

Temporary work required on $11m dock

By Art Joy
HCN Correspondent

Extensive temporary construction work facilitated early completion of a $11.5 million dock project at Nanticoke on the north shore of Lake Erie for Pitts Engineering Construction Ltd. of Toronto.

The contract, awarded by the Steel Co. of Canada Ltd. (Stelco), Toronto, is part of a major $750 million development program for a four-phase steel mill complex.

Since most data provided at the site were expressed in metric terms, most measurements are used in this article without reference to imperial units (see HCN, April 28, 1975, p. 16).

The original contract from Stelco called for construction of a temporary causeway, but Pitts proposed that a temporary harbour be constructed in order to build the cribs for the new dock at the site, rather than at some remote location. The new dock will be used to receive raw materials from iron ore and coal freighters of up to 45 300 t.

The contract provides for two phases of construction. Phase one consists of a temporary causeway and harbour facilities, a permanent causeway and an access bridge. Phase two includes the building of a wharf and connecting dredging work.

Work was started in the first week of April, 1975, and was scheduled to take two full seasons to complete. But Pitts expects to wind up most major work this year, leaving only construction of the concrete bridge deck and some minor work to be finished in the spring.

The dock facilities, which will extend 1 200 m south from the shore, consist of a 33 m bridge and a 420 m causeway, both 23.5 m wide, and a 456 m long wharf which is 30 m wide.

The temporary causeway, which was the first installation, parallels the bridge site and provides land access to the permanent causeway site.

VIEW is south from shore. Footings for pier are placed from causeway.

After 170 m of the 420 m causeway was constructed, Pitts built a temporary breakwater and causeway 370 m long to develop the temporary harbour with a materials loading platform, crib launching platform, a wet dock and a crib finishing dock.

Later a channel was dredged from the crib finishing dock to the wharf site, where the cribs were towed. A temporary mattress was laid to support them on arrival.

Pitts started the job by hauling rock from a Stelco quarry 3.2 km away, where Stelco equipment was used to load the contractor's trucks — five Euclid R50s and four Cat 35 ton (31.7 t) trucks. Pitts worked on a two shift a day basis to place 74 000 t of rock.

After the temporary causeway and harbour were completed, Pitts started work on the bridge piers by partially excavating the bottom and driving sheet steel piling to bedrock to construct 10x10 m coffer dams for the pier footings. Piling was driven using a drop hammer attached to a Link Belt 80 ton (72.6 t) crane.

The remainder of the overburden in the cells was removed by a clamshell and residue was air-lifted to clean the bedrock. From 300 to 350 m^3 of concrete was tremied under water in each of the six cells to prevent any hydrostatic uplifting. A total of 2 100 m^3 of 3 000 psi (20 622 kPa) concrete was placed.

Pitts used steel forms of its own manufacture for the pier shafts and used Efco steel forms for the pier caps to place another 8 000 m^3 of 3 000 psi concrete.

The concrete, which was supplied from Stelco's 200 m^3/h ready-mix plant at a nearby construction site, was placed by a Creter crane.

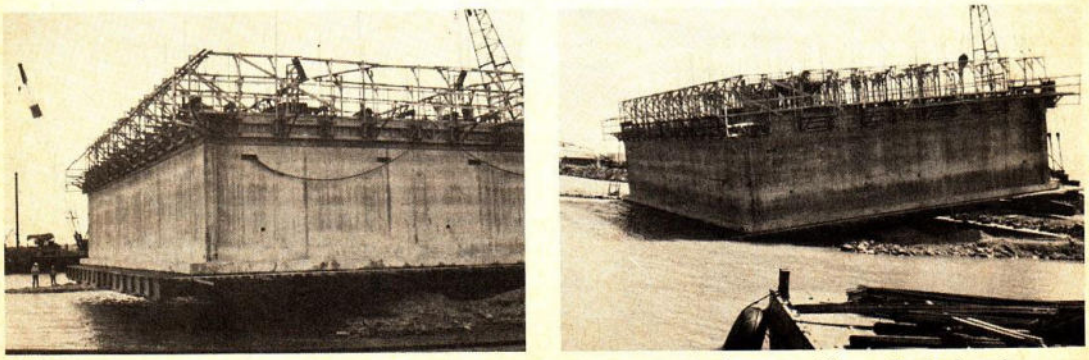
Bridge abutments were founded on 270 m of bearing H-piles which were driven by a Delmag D12 diesel hammer mounted on a 60 ton (54.4 t) Manitowoc crane.

Under a subcontract from Pitts, Dominion Bridge Co. Ltd. of Toronto erected the bridge's steel beams, which are 50 m long and weigh 25 t each. They are believed to be the longest girders ever transported by road to any jobsite.

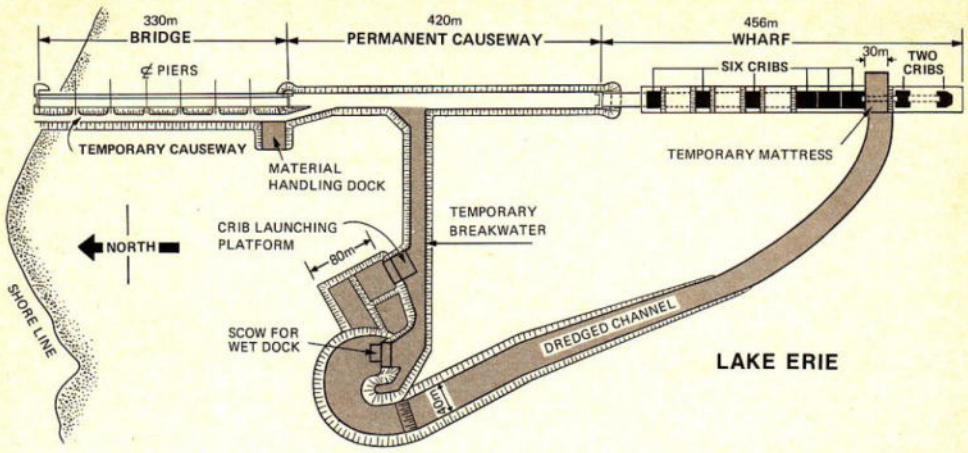
The bridge's 20.3 cm concrete deck, to be constructed in 1976, will contain 1 300 m^3 of 4 000 psi (27 576 kPa) concrete. Pitts plans to use a Bidwell finisher for this operation.

From the shore to the wharf, the lake bottom elevation declines from 174 m to 165 m or lower, providing a depth of at least 9 m for ships loading and unloading at the wharf.

To construct the permanent 420 m long by 23.5 m wide causeway, Pitts cleaned the overburden from the bedrock and placed 125 000 t of quarry run with 25 000 t of modified quarry rock on top. On the side slopes, an underlay of 21 000 t of rock of half tonne to two tonne size was placed and covered with 47 000 t of armoured stone ranging in weight from 4 to 12 t, in that order from



PARTIALLY COMPLETED crib is balanced on fulcrum, front support is removed, then crane lifts up the back end . . .



SHADED AREAS indicate temporary facilities that were developed to speed completion by Pitts of the Nanticoke dock.

top to bottom. Armour stone was placed with a grapple attached to a Link Belt 218 crane.

One of the most interesting engineering features of the project is the method of constructing cribs in the temporary harbour. Of a total of eight cribs, three measure 30x20 m and five measure 20x 20 m. On completion they are all approximately 19 m deep.

Using a Heede International slipform system, pouring of the cribs is started on a launching platform measuring 21x31 m. It has a tongue and groove timber deck on 60.9 cm wide steel beams. One set of forms is used and a crib is completed through a two week cycle.

The timber deck is sanded, greased and covered with polyethylene. Reinforcing steel is placed, then the crib slab is poured. The walls of the crib are then slipformed to a height of 5 m and to a weight of 3 000 t.

The platform rests on a fulcrum, off centre, with sand jacks at the back end and a temporary support at the front. The crib is set off centre toward the sand jacks. In front of the platform is an inclined skid beneath the water surface.

To launch a crib the sand jacks are lowered sufficiently to allow removal of the front temporary support. The back of the platform is then lifted with a 150 ton (136.1 t) Link Belt 518 crane to about a 10% grade, causing the crib to slide into the water. The crib is then towed to a wet dock and completed with the slipforms to a height of about 17 m.

To provide the channel to allow the cribs to be towed into position in the wharf, 250 m³ of overburden and 30-000 m³ of rock was dredged.

Rock in the channel was drilled from a barge using three Gardner - Denver DH143 drills powered by three Joy compressors, one rated at 1 200 cfm (33.6 m³/min) and the other two at 750 cfm (21.0 m³/min).

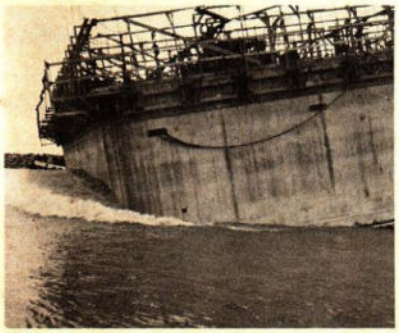
The channel averaged 7 m deep, is 30 m wide and about 600 m long.

Mattresses placed at the wharf site contained 30 000 t of rock, 20 000 t being placed under the cribs.

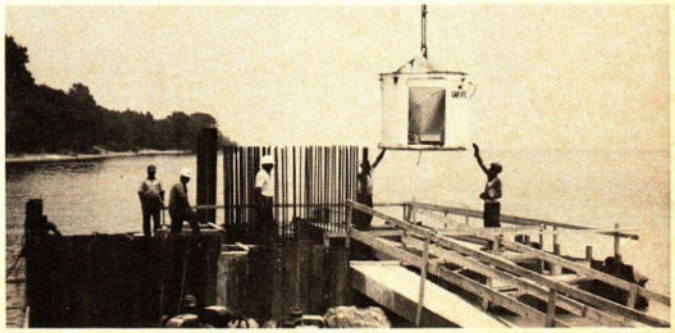
Both the structural steel and reinforcing steel for the project were supplied by Stelco, as was the concrete, all at no cost to the contractor. J. Harris & Sons Ltd. of Stoney Creek, Ont. was subcontracted to place the reinforcing steel, while Niagara Structural Steel of St. Catharines, Ont. has the subcontract for fabricating and placing the structural steel for the wharf.

The Stelco quarry supplied some of the underlay. Nelson Crushed Stone division of King Paving & Materials Ltd. of Toronto, and Indusmin Ltd. of Toronto, supplied the armour stone which was hauled to the site by Peter Bawtinheimer Ltd. of Hamilton, Ont.

Jules Vibert is Pitts' project manager at the site, Aga Barrie is project engineer and Jack Murdoch is marine superintendent. Stelco's field manager for the dock and quarry is W. Wilson and Harry Carroll is field technologist. ♠



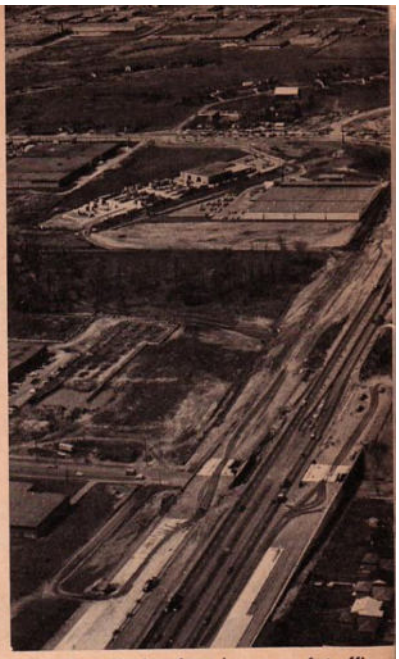
and crib slips down skid into water.



CONCRETE is transferred by crane to workmen placing footings for 330 m bridge.

CONSTRUCTION OF NANTICOKE DOCK APPEARED IN HEAVY CONSTRUCTION NEWS DECEMBER 1975.

HIGHWAY widening is well under way when storm sewer trench is backfilled.



DETOUR maintains four lanes of traffic

Contractor's cost-saving dirt proposal wins

By Art Joy
HCN Managing Editor

An Ontario roadbuilder's proposal for dirt supply was a major factor in winning a big contract for widening a section of the Macdonald-Cartier Freeway (Highway 401) along the Toronto bypass.

Toronto-based C. A. Pitts Ltd. arranged to get 900,000 cu yd of material delivered to the job site for $3 a load from outside the right-of-way. This was a substanital saving from obtaining it with the firm's own equipment from the owner's borrow area, seven miles away.

Taking advantage of this situation was one of the reasons Pitts got a $10,800,046.50 contract as low bidder on the Ontario Department of Highways' project. The contract calls for widening of the 1.78 miles of the freeway from 4 to 12 lanes, reconstruction of the Kennedy Road interchange and other related work.

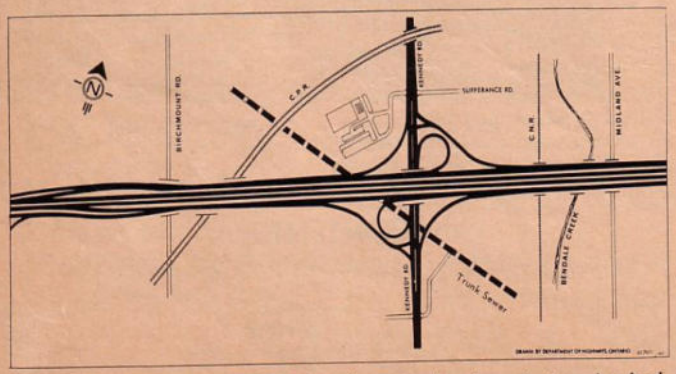
Pitts started the job May/69 on a 40-hr a week basis and now has the work approximately 70% completed.

The method of obtaining dirt proposed by Pitts in its bid provided a number of benefits. The contractor was able to work non-stop through last winter and will complete the project in Dec./70, 10 months ahead of the originally scheduled completion date of Sept. 15/71.

The material brought in from outside the right-of-way came from excavations for buildings and Toronto Transit Commission's construction of the Yonge Street subway extension in the north Metro Toronto area. The haulers of the excavated material benefited too, by disposing of the material over a shorter distance than the 20 miles or so to the Toronto waterfront.

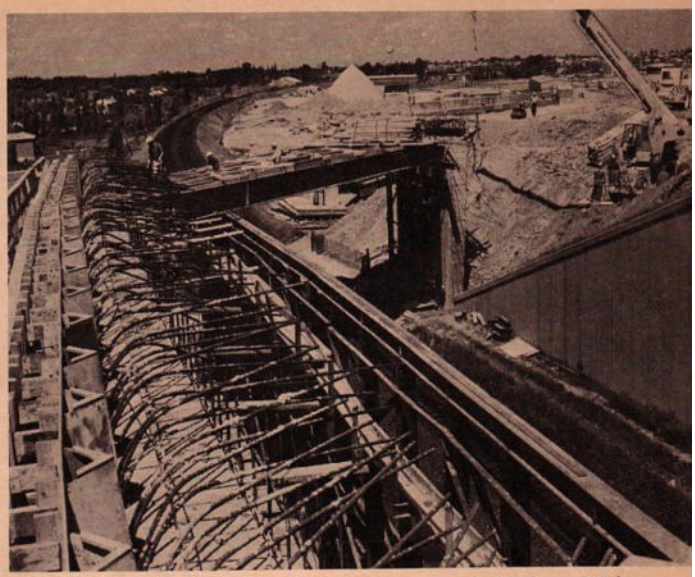
Total dirt handled on the job was 1,300,000 cu yd. In addition to the 900,000 cu yd brought in, 200,000 cu yd had to be excavated at the site and another 55,000 cu yd of old roadbed material, placed about 10-15 years ago, was reclaimed and pulverized to become part of the granular B material used. A Bros pulverizer machine was used for this purpose.

• **Pattern Changes:** As well as widening the freeway to a total width of 220 ft, including shoulders and medians, the contract called for crossing 401 over Kennedy Rd. instead of under it as in the former traffic flow. It also required the widening of two railway structures, reconstruction of bridge structures at Birchmount Ave. and Kennedy Rd., construction of a new culvert for Bendale Creek, and construction of five retaining walls ranging in height from 10 ft to 45 ft. The bridge over the CNR line was widened using prestressed box girders while the bridge over the CPR line was a prestressed post-tensioned portal type structure. Prestressing of the CPR bridge was carried out by B.B.R. Canada Ltd.,



PROJECT PLAN shows Kennedy Rd Interchange and various structures involved.

as roads are widened and structures built.



BRIDGE over CNR line is extended to accommodate road widening to 12 lanes.

big road job

Agincourt, Ont., using the firm's own system.

Another part of the job was widening of Kennedy Rd. from 4 lanes to 6 lanes for a distance of about a half mile.

Although speed on the freeway was reduced from 70 mph to 45 mph, Pitts has maintained four lanes of traffic at all times through the project.

Major fills were made on the collector roads and the Kennedy Rd. approaches due to the reverse grades and the freeway was raised about 25 ft by fill at Kennedy Rd.

Earth subgrade compaction was to 1/10 of 1 ft tolerance and to 95% Procter density. All granular B material was to 100% Procter density.

Above the subgrade is 6-in. of compacted granular B material of 4-in. maximum size. Over this is 6 in. of crushed granular material of ⅞ in. maximum. The 200,000 sq yd of reinforced concrete top is steel-mesh reinforced and was placed with a Blaw-Knox paving train.

All joints, both transverse and longitudinal, were sealed with a pre-formed neoprene seal. Spacing of transverse joints is 29 ft; longitudinal joints, 12 ft.

A load-transfer device, consisting of 1¼-in. steel dowels in a wire basket was placed in advance of the slab pour at 29-ft. intervals. At these points the slab was sawn and sealed with the neoprene seal to control cracking.

Polyfoam insulation bats were used on the winter concrete pour of approximately 7,000 cu yd for bridges and retaining wall, and heat was generated by Terry 350 DTU heaters.

• **Special Form:** To save time, labor and materials, Pitts used a specially-designed steel form for pouring parapets and coping atop 2,400 lineal ft of retaining wall. The unit, which runs on wheels on rails placed on the backfill, is an invention of John Roma, general foreman, and has been dubbed the "Roma Flyer". It provides for the pouring of coping and parapet in one form compared to the conventional method of pouring them separately.

With the Roma Flyer, about 45 ft of parapet and coping can be completed in one shift without the need of forms built up from the ground. The old method required three carpenters, two laborers and the necessary material. The Roma Flyer is operated by one carpenter, one laborer and a finisher.

A major job in the contract was construction of a 108-120 in. concrete storm sewer line through the interchange to replace a smaller one that was part of the Scarborough Borough's sewage system. In the same trench a 24-in. sanitary sewer was installed. The storm sewer empties into a gabrion-lined open channel that required an arch-type culvert under the access road to the Shulton plant.

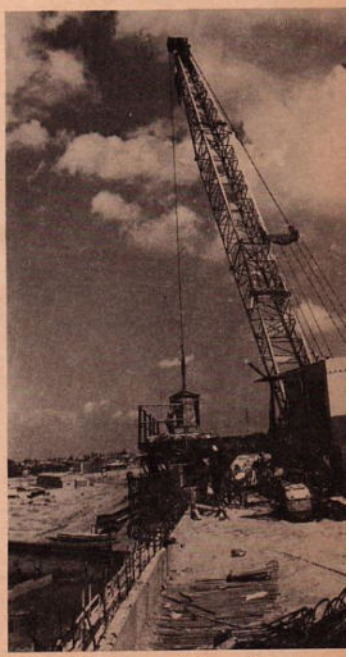
Jack Newell is project manager for Pitts and Aga Barrie is project engineer.

For DHO, which has an engineering and inspection staff of 40 men on the project, Carl Watson is project supervisor.

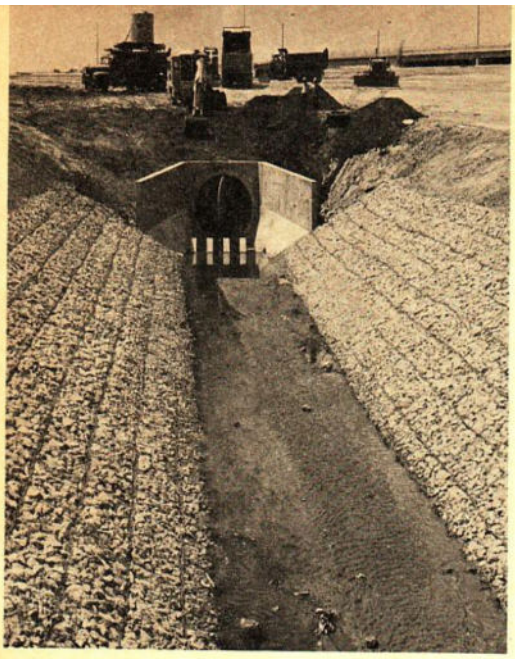
• **DHO Inspection:** On this job, the contractor is not required to give any guarantee of his work. Since DHO has its own inspection staff on the job, these men insure the work's quality.

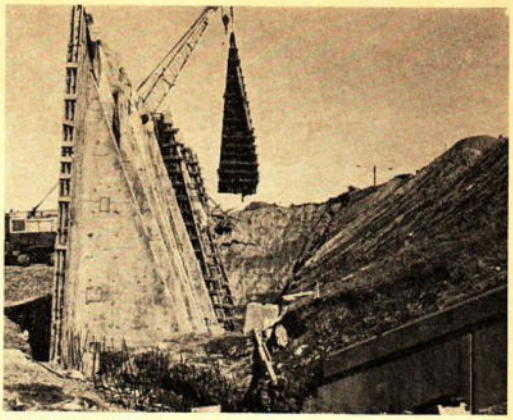
"We accept the work as it is done," Watson told HCN. However, the electrical work, which includes lighting with mercury luminaires, requires a one-year guarantee. The 347-v electrical system is controlled by a substation that was built as part of the contract.

For alignment, DHO staff used a co-



ROMA FLYER on retaining wall work.





RETAINING WALLS ranging from 10 ft to 40 ft are installed to contain road right-of-way bordering on private land.

STORM SEWER across Kennedy Rd interchange empties into gabrion-lined open channel. Equipment grades slope above.

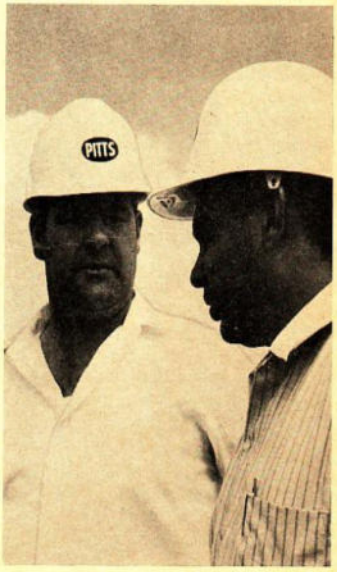
ordinate layout procedure which avoids distance measurements where traffic is a problem on a complex job. The system is a method of surveying used for construction layout and establishes locating of any desired point (or series of points such as a curve) from intersecting lines of sight from two or more transits. This eliminates distance measurements to a greater extent but they are still taken when desirable.

In addition to the contract to Pitts, DHO supplied material to the value of $2 million. It included 4,000 tons of steel from Steel Co. of Canada Ltd., Hamilton; 155,000 bbl of cement from St. Lawrence Cement Co., Toronto; electrical material for highway lighting; 2,000 tons of hot-mix asphalt cement from Imperial Oil Ltd.; and guide-rails from Westeel-Rosco Ltd., Toronto.

Another part of the contract was construction of a DHO patrol yard northwest of the interchange. It includes a salt shed to control pollution and salt run-off and enables storing in summer of the full supply for winter use. The patrol yard also contains snow removal and patrol vehicles and a 12-bay garage for repairs.

• **Sub-Contracts:** The sewer work was carried out by Consentino Construction Co., Malton for upwards of $2 million. Other sub-contracts included: sewer pipe, Concrete Pipe Ltd. and Bestpipe Ltd., Toronto; 98,000 lineal ft of curbs and gutters, and sidewalks, Sartu Contracting Co. Ltd., Maple, Ont.; 33,000 tons of asphalt paving, Sentinel Paving & Construction Co. Ltd., Toronto; placing of 3,500 tons of structural steel in structures, G. & H. Steel Service of Canada Ltd., Scarborough, Ont.; prestressed beams for structures, Wilson Concrete Products, Belleville, Ont.; gravel supply, Consolidated Sand & Gravel, Stouffville, Ont.; ready-mix concrete, McCord & Co., Toronto; electrical work, Beddard-Girard Ltd., Cooksville, Ont.; and 125,000 sq yd of sodding, Frank Watts Sod & Seed Supply Co., Scarborough, Ont.

GRADING for project on Macdonald-Cartier freeway involves 1,300,000 cu yd of material; 900,000 cu yd was brought in; 200,000 cu yd excavated on site.



JACK NEWELL (left) is project manager; Aga Barrie, project engineer.

Kingdom's development

opposite the present General Post Office building. This was the busiest spot in the city and catered to many people in the city. "During the same period, there was no supermarket in Madinah. So I used to take sliced bread and cereal to Madinah from Riyadh's sole supermarket."

On his life in the Kingdom, Barrie says that he stepped into the Holy Land of Saudi Arabia in 1974. "It was the turning point in my family life," says Barrie, who has been in Sri Lanka and later migrated to Canada, "where upbringing of the children in accordance with the teachings of Islam was very, very difficult." This difficulty prompted him to venture to Madinah, where my children had the basic Islamic education. Barrie had three children and they attended the Arabic school and proceeded abroad for their higher studies.

His son, Iftikhar Barrie having completed his secondary education both in England and in Canada. Later, he gained admission to King Fahd University for Petroleum and Mineral where he obtained an honor degree in industrial management. Now, with this degree, coupled with qualification in accountancy, he is working in Canada.

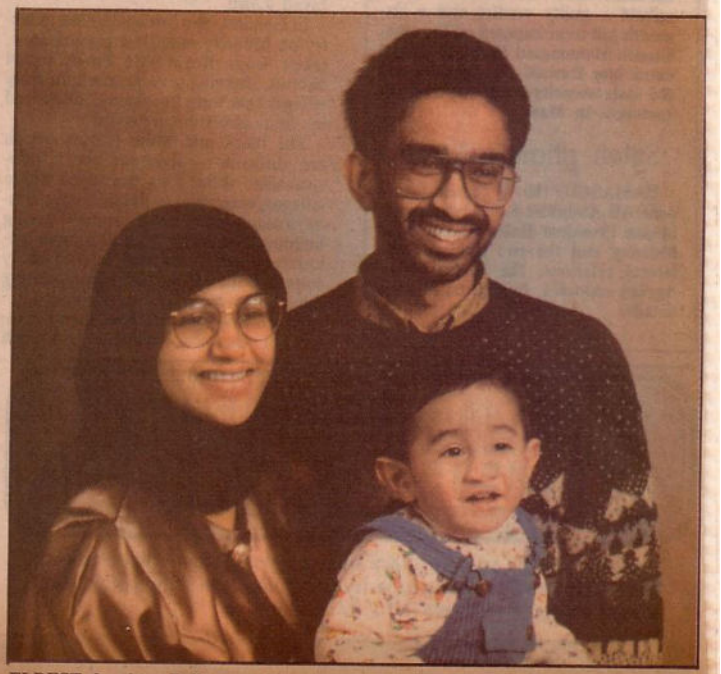
Elder daughter Raihana Barrie went to school in Riyadh and proceeded for higher education in England and was admitted to MacMaster University in Canada where she qualified in biological science. She married Hussein Deen who is an aeronautic engineer. Incidentally, Hussein Deen is the son of Haris Deen, a good friend of Barrie, who also worked in Madinah, Riyadh and Dhahran for a considerable period of time.

His youngest daughter Radhia Barrie, an interior designer who is more inclined to business, after completion of her higher studies in Canada, married Ahsan Refai, who is involved in the gem business in Sri Lanka. She hopes to assist her husband in promoting the jewelry business, both locally and abroad.

Barrie hails from Maggona, a coastal town, 36 km from Colombo, where the early Arabs were believed to have landed. He has studied at Zahira College, Colombo which has produced many Muslim luminaries.

BARRIE recalls his 17 years experience in the Kingdom. Photo by ANEES KHAN

A.G.A. Barrie with his wife Jiffriya. Photo by ANEES KHAN



ELDEST daughter Raihana, a bio-science graduate of the McMaster University in Canada, with husband Hussein Deen.

Sri Lankan engineer's 17 years involvement in Saudi projects

VETERAN EXPATS

By MOHD. RASOOLDEEN
Riyadh Daily Staff

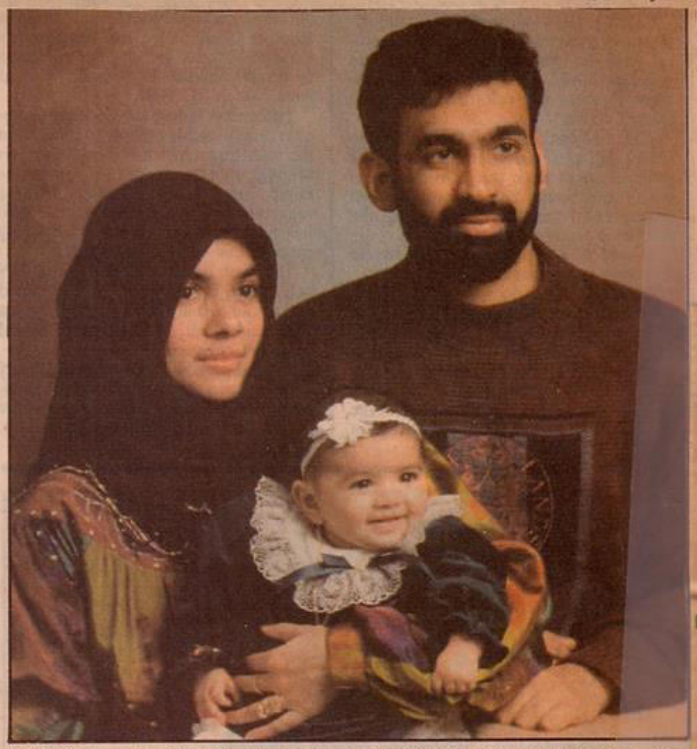
THE past 17 years have been meaningful to A.G.A. Barrie. He is an engineer from the pearl island of Sri Lanka and has been involved in many important construction projects in the Kingdom's principal cities such as Dammam, Riyadh and Madinah.

As one of the senior Sri Lankan citizens in the Kingdom, Barrie says that he was one of those who had witnessed the Kingdom's various stages of development.

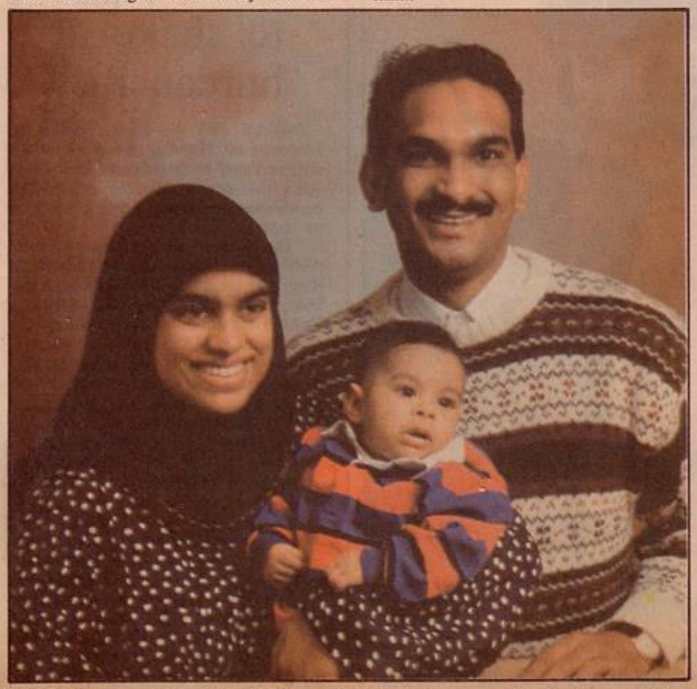
Barrie now works as a project manager of the building project of the Ministry of Municipal and Rural Affairs.

Barrie says with pride that he has been fortunate to see the development of Riyadh from its very beginning — from humble huts to modern architectural buildings, from overhead power lines to underground cables.

"The growth of the Kingdom, particularly the city of Riyadh, has been unprecedented," he says nostalgically. "I was able to witness Riyadh growing into a full fledged modern city within a short period of one-and-a-half decades."



SON Ifthikar who obtained a honors degree in industrial management from the King Fahd University for Petroleum and Minerals (KFUPM) with his wife, Shazminna and child.



BARRIE's youngest daughter Radhia, an interior designer qualified in London, with Ahsan Refai.

Barrie has been involved in storm drainage projects of various international contractors in the cities of Madinah and Riyadh. He was also project manager of a project for the construction of 600 villas and the related site development works for the Ministry of Housing and Construction in the Eastern Province.

In the 70s, he recalls, there were only a few streets. Sharah Wazeer and Old Airport road were the main access roads leading to downtown. There was a big drain through the center of the Batha Road, dividing the road into two with access bridges in between. Invariably the wadi was used as a dump which was a health hazard at that time. "I was involved with the reconstruction of this area providing a two meter sewage line below. This was the massive Batha storm drainage channel to take drain water."

Sitteen Street, he further recalls, had parking facilities in the center of the road. The present King Fahd Road was a small street, later made into a fairly wide road with a series of temporary steel bridges. In fact, it was known as "bridge road". The road was built in record time, almost at the rate of one bridge per week. Now this has been converted into a first class highway running north to south.

There was just one supermarket,

Ringside view of

AGA Addressing the 50th Azeez Commemoration Day at Zahira College Gafoor Hall

On

17th February 2024

THE TEAM BEHIND THIS PUBLICATION

It took almost three decades to compile the story of AGA Barrie. The chronicle remains, by the grace of God, incomplete. The authors had access to an unbridged version of the narrative and were able to clarify any doubts in person to make this huge task a simple exercise.

Daya Lelwela

Daya Chitra Priya Lelwela was AGA Barrie's University contemporary. They joined the Ceylon Government Railways together, and Daya rose to be the General Manager and had marvelous professional career.

Haris Deen

Dr Haris Deen was a school contemporary of AGA. He worked on many construction projects in Saudi Arabia and Malaysia alongside AGA. He continued the task of compiling this biography after the demise of Daya.

Ali Azeez

Ali Azeez, son of AGA's late Principal Dr AMA Azeez, and an associate in administrating the Ceylon Scholarship Fund.

Waleed Barrie

Waleed Barrie, AGA's grandson, edited the book meticulously to produce a book of high standard.

Mohamed Rameez

Rameez of Monara Printers printed this biography up to industry standards.