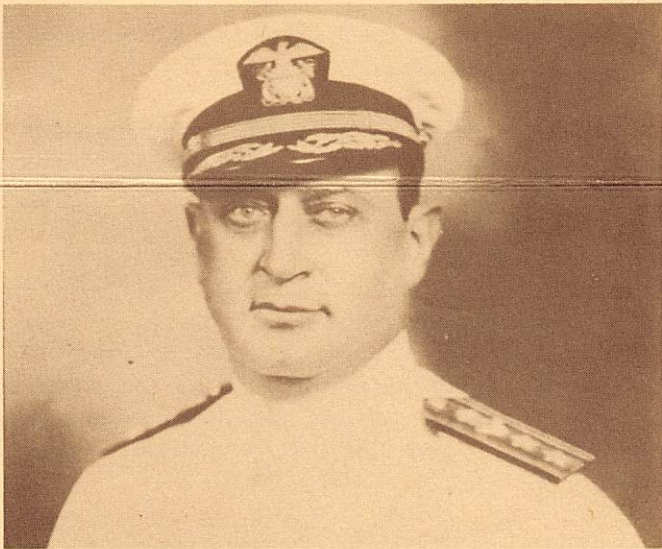


HOLING THROUGH

ADMIRAL MOREELL AND FRANK BARNES TO RECEIVE
MOLES OUTSTANDING ACHIEVEMENT AWARD FEB. 3



Rear Admiral Ben Moreell (CEC) USN will be given the Moles Achievement Award for 1943 in recognition of his capacity and forcefulness to conceive, design and accomplish the construction of Naval works and for his contribution to the War.

Frank W. Barnes was selected for the 1943 Moles Award in recognition of his enterprise, courage and resourcefulness notably in the field of foundations, bridges, tunnels, docks and piers and for his contribution to the National Defense.

Moreell came to the Navy as a civilian, graduating from Washington University, St. Louis, Mo. in 1913 in civil engineering, following which he spent four years as designing and resident engineer on construction in the same city. As a result of a competitive examination he was appointed to the Navy, the first assignment being that of assistant to the Public Works Officer at the New York Navy Yard in 1917. In

(continued next page)

Topping along career in construction of railroad, hydro-electric, tunnel and other work in this country and abroad, Frank Barnes is now in charge of construction of an off-shore base and projects in New England for the combined form of George A. Fuller Co. and Merritt-Chapman & Scott Corp., the organization which built Quonset Point Naval Air Station in eleven months' time. Mr. Barnes has risen to his high position in

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Published occasionally by

The MOLES

Eleven West 42nd St. New York City

January, 1943

An organization of construction men experienced in the building of tunnels, subways, sewers, foundations, marine and other heavy structures.

MOREELL

1918 and 1919 he was with the Azores Detachment of the Atlantic Fleet and in 1920 returned to work in Massachusetts.

Next came four years as executive officer to the engineer-in-chief of Department of Public Works in Haiti, followed by two years at the Norfolk Navy Yard. In 1926 he was detailed as assistant design manager of the Bureau of Yards and Docks, and while there wrote a comprehensive treatise on concrete design that had been favorably received throughout the engineering profession. In 1930 Moreell became public works officer of the Puget Sound Navy Yard and Thirteenth Naval District where he handled a large emergency construction program, receiving the commendation of the Navy Department for the outstanding work.

Moreell spent a year in Paris studying European engineering design and construction practice and in 1933 returned to the U. S. to supervise the design of a ship model testing basin at Carderock, Md. In 1935 he became project manager of the Shipbuilding and Repair Facilities and in 1937 was assigned as Public Works Officer in Hawaii.

Late in 1937 Moreell (then Commander) assumed duties as chief of the Bureau of Yards and Docks and chief of civil engineers of the U. S. Navy with the rank of Rear Admiral. As head of the Bureau he has increased the yard and dock facilities tremendously. Construction has included several large dry docks using advanced methods of underwater concrete placing.

In 1924 Moreell was awarded the Medal of Honor and Merit, Republic of Haiti and holds the Wason Medal of American Concrete Institute for his research work on articulations for concrete structures. He is a member of Sigma Xi, honorary scientific fraternity, and Tau Beta Pi, honorary engineering fraternity. He is past president of the American Concrete Institute; past president of the Society of American Military Engineers; member of the American Society of Civil Engineers; and Society of Naval Architects and Marine Engineers. During the past year Rear Admiral Moreell received the honorary degree of Doctor of Engineering from Washington University and has been elected to honorary membership in the A. S. C. E.

BARNES

the heavy construction-engineering field without benefit of a formal college education. In 1910 Mr. Barnes started in the heavy construction field where he has been actively and continuously engaged up to the present time. For fifteen years he was construction superintendent for J. G. White Engineering Corp. of New York City on many of the firm's large projects, including massive hydro-electric developments, street railway systems, industrial buildings and irrigation plants.

Becoming associated with the engineering firm of Parsons, Klapp, Brinckerhoff and Douglas of New York in 1922, Mr. Barnes soon became vice president of the Parklap Construction Corporation, a subsidiary, a position he held until 1937. Under his direct supervision this firm built the Detroit and Canada tunnel for vehicular traffic involving the unusual trench and tremie method of construction, shield work and the box subway type of underground tunnel work.

Probably the most outstanding of the construction jobs supervised and completed by Mr. Barnes during his association with Parklap was in Belgium where two parallel tunnels were built under the Scheldt River at Antwerp - one a two-lane tube for vehicular traffic and the other a tunnel for the use of pedestrians. The terrain encountered was soft ground, quicksand and clay, requiring unusual methods of construction, including artificial freezing of the soil surrounding the ventilating shafts. In recognition of his services for the Kingdom of Belgium, Mr. Barnes was made an Officer of the Order of the Crown of Belgium.

Mr. Barnes became associated with Merritt-Chapman & Scott Corp. in 1937 as construction manager. Tailor-made cofferdams for bridge piers at Deer Island, Maine and unusual foundation work for the Potomac River Bridge at Washington, D. C. are among the projects supervised for this firm.

Mr. Barnes is a member of the American Society of Civil Engineers and the American Society of Military Engineers, the Moles, Cherry Valley Country Club, Whitehall Club and the Roamers. He is a registered engineer in New York and Connecticut.

COL. HUDSON, BRIDGE BUILDER, DIES

Harold W. Hudson, who recently became a member of the Moles, died Jan. 16 at the age of 67. He was a lieutenant-colonel of engineers and received awards of the Purple Heart and French Legion of Honor for services in World War I. In civil works Hudson was in charge of construction of the Hell Gate Arch Bridge; electrification of the Bay Ridge Division of the Long Island R.R., and, as assistant state highway engineer of New Jersey, supervised work on the Pulaski Skyway.

Associated with the firm of Madigan-Hyland, Colonel Hudson has supervised construction of the Triborough and Bronx-Whitestone bridges and several smaller structures.

HUNTLEY'S FIRM GETS ARMY-NAVY "E"

P. T. Cox Const. Co., Inc., and Spear-in Preston and Burrows, joint contractors on an \$8,000,000 construction job for the Navy in Rhode Island have been awarded an Army-Navy "E" for outstanding work under difficult conditions. Donald A. Huntley, president of P. T. Cox, has been in general charge.



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THE LAZIEST MAN IN WASHINGTON

The feature article of the Dec. 12, 1942 Saturday Evening Post tells the story of Jack Madigan covering the period since Jack and Dick Hyland started business with their office in a jalopy and on through the successful stages of Madigan-Hyland. Jack's present duties as Assistant to the Under Secretary of War are outlined and the reader is left with the conviction that Jack is lazy in name only. Certainly he is exerting considerable influence on many government agencies as well as Army construction.

Thad Broadrick wears the "E" pin awarded his firm, Clyde Iron Works, for outstanding service to the war effort.

FORMAL AWARD AT DINNER AND BUSINESS MEETING --- FEBRUARY 3

Formal presentation of the Awards for Outstanding achievement in the Heavy Construction will be made at the Annual Business meeting of the Moles. This will be held in the Ballroom of the Roosevelt Hotel on Feb. 3.



COMPOSITE PICTURE OF EXECUTIVE COMMITTEE OF THE MOLES IN SESSION

The library of the Roosevelt Hotel is the scene of frequent meetings of the executive committee of the Moles. Here questions of policy are discussed, plans for activities made, and applications for membership acted upon. Reading from right to left are Charles Trout, Al Warwick, Charlie Wall, Jim Fitzgerald, Bill Hanly, Arthur Johnson, Herbert Giles, President Alexander

Lyle, Secretary Ralph Atwater, Alex Stagg, Charles Kandel, Gilbert Ramsey, Harry Leeuw, Tom Smith, and Charlie Spencer. Those with their backs to the camera are identified as Eddie Mahoney, Thad Broadrick, Tim Griffin and Jack MacDonald. In addition to those in the picture attendance at this meeting included Alf Hjort, Forrest Jenkins, Ray Spooner and Hal Hunt.

ELECTED TO MEMBERSHIP IN THE MOLES SINCE THE LAST ISSUE OF HOLING-THROUGH

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274 MADISON AVE., N.Y.C.

STUART A. WADE, Equipment Engineer
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140th ST. & EAST RIVER, N.Y.C.

EDGAR W. HUBBARD, President
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137th INFANTRY
LOS ANGELES, CALIF.

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CORP OF ENGINEERS U.S. ARMY
OFFICE OF THE DIVISION ENGINEER
BALTIMORE, MD.

CAPTAIN EDWARD EHRBAR
3rd BATTALION
303rd ORDNANCE REGIMENT
CAMP SUTTON, N.C.

CAPTAIN ROBERT S. MAYO
U.S. MARINE CORPS

CAPTAIN K.A. SHEPPARD
CORP OF ENGINEERS U.S. ARMY
ANCHORAGE, ALASKA

LIEUT. COMDR. KENDRIC P. DOANE
U.S. NAVAL RESERVE

SGT. DONALD HARDIN
42nd ENGINEERS REGIMENT
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