

HOLING THROUGH

NEWS BULLETIN OF **THE MOLES** • 11 W. 42ND STREET, NEW YORK 18, N. Y.

An Organization of Tunnel and Heavy Construction Men

MARCH, 1947

Morrison and Crimmins Receive Moles' Construction Awards

Governors of New York and Idaho Laud Winners—Proctor Presides at Ceremony—Admiral Moreell and J. Rich Steers Present Citations and Plaques to Winners

SEVEN HUNDRED PROMINENT CONSTRUCTION MEN, in person, and the Governors of two states, by telegram, paid tribute at the Roosevelt Hotel, New York, Feb. 5, to this year's two winners of the annual Awards "for outstanding construction achievement," presented by The Moles, society of tunnel and heavy construction men, to Thomas Crimmins, Mole member and president of the century-old Thomas Crimmins Contracting Co., New York, and to Harry W. Morrison, non-member, president of Morrison-Knudsen Co., Inc., Boise, Idaho, and participant in the building of Boulder Dam and other notable engineering structures. The award ceremonies, opened by Alfred N. Warwick, Mole president, were presided over by Carlton S. Proctor, consulting engineer and

chairman of the society's Award Committee. Presentations of citations and bronze plaques were made to Col. Crimmins by J. Rich Steers, New York contractor and Mole vice-president, and to Mr. Morrison by Admiral Ben Moreell, former chief of the Navy's Bureau of Yards and Docks and recently named president of the Turner Construction Co., New York.

Governors Congratulate Winners

In a telegram to Chairman Proctor, Governor Thomas E. Dewey, of the State of New York, said:

"Won't you please convey my heartiest congratulations, both personally and as

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Spencer Named For Moles' Presidency

Nominating Committee Submits Slate of New Officers and Trustees for Vote at Annual Meeting, May 7.

CHARLES B. SPENCER, of Spencer, White & Prentis, Inc., first vice-president of The Moles, has been named as candidate for Moles president in a report of the society's Nominating Committee which will be submitted to vote by the membership at the annual meeting May 7. The new slate of officers and trustees, listed below, was prepared by a nominating committee consisting of James F. Salmon (Arundel Corp.) chairman; R. V. Hyland (Madigan-Hyland); Stuart A. Wade (H. O. Penn Mch'y. Co.); Wm. A. Taylor (Edward Ehrbar, Inc.); Wm. F. Holstein (Caisson & Foundation Corp.); and Ralph E. De Simone (Merritt-Chapman & Scott Corp.).

President

CHARLES B. SPENCER
Spencer, White & Prentis, Inc.

First Vice-President

J. RICH STEERS, JR.
J. Rich Steers, Inc.

Second Vice-President

CARLTON S. PROCTOR
Moran, Proctor, Freeman & Mueser

Sergeant at Arms

EDWARD J. MAHONEY
Mahoney-Clarke, Inc.

Secretary

WILLIAM W. HANLY, JR.
The Hanly Co.

Treasurer

RALPH W. ATWATER
Shultz Dredging Co.

Trustees

DAVID BONNER, Frederick Snare Co.
WILLIAM A. DURKIN,
Walsh Construction Co.
THOMAS A. SCOTT, Merritt-Chapman
& Scott Corp.
BERTRAM L. SWETT, Lehigh Portland
Cement Co.
(Retiring president A. N. WARWICK
automatically becomes a trustee)



MOLES' AWARDS FOR OUTSTANDING CONSTRUCTION ACHIEVEMENT are presented by COL. CARLTON S. PROCTOR, (center), chairman of Award Committee, to HARRY W. MORRISON, (left) non-member, and to COL. THOMAS CRIMMINS, member.

Award Dinner

(Continued from page 1)

governor, to Mr. Thomas Crimmins on his receiving the highest award conferred by the construction industry. The completion of 99 years of distinguished service in the field of construction in New York is a magnificent record which I am delighted to hear is recognized by The Moles' Award of 1947 to the third in that line of fine builders."

From Governor C. A. Robins of the State of Idaho, Mole President Warwick received this telegraphic message:

"Please extend to Mr. Harry W. Morrison my personal congratulations and the congratulations of hundreds of his fellow citizens throughout the State of Idaho on the occasion of your presentation to him of The Moles 1947 non-member Award for outstanding achievement in the construction industry. We are pleased and honored that an organization comprising individuals of high personal attainment should give expression to the same regard which we, the citizens of Idaho, hold for Mr. Morrison. We honor him as a peerless builder of engineering works; we honor him no less for his constructive and unselfish efforts in the civic and economic development of our great state."

Sound Labor Relations Needed

Throughout the addresses of the Award winners and their sponsors was sounded this basic note: the necessity for effective labor-management relations if the construction industry is to capitalize to the fullest extent on the great opportunity that the future offers. In opening the award ceremonies Col. Proctor said, in part: "The importance of this occasion has grown so steadily that The Moles Award has become one of the most significant recognitions of real achievement in the engineering-construction industry.



THOMAS A. SCOTT, left, of Merritt-Chapman & Scott Corp. and HARRY W. MORRISON, President, Morrison-Knudsen Co.

Moles Award Citations

To HARRY W. MORRISON

In recognition of his unsurpassed attainments both at home and abroad, notably in the fields of tunnels, railroads and the world's largest dams.

* * *

To THOMAS CRIMMINS

Soldier and citizen extraordinary, a member of The Moles, in recognition of his unusual talents and accomplishments, notably in the fields of foundations and subways.

"Our industry's long record of working co-operation with labor, vital to successful contracting, has taught us that an industry-wide labor-management partnership is essential to a continued free enterprise system. Of course, by partnership, is meant, an honest effort by labor to assume maximum production, efficiency and economy and an equally honest attitude by management to assure a continued high living standard and labor's share in the rewards of a prosperous, full production. We have here tonight,

Moles' Ladies Feted as Members Attend Awards

SPECIAL ENTERTAINMENT was provided on the evening of Feb. 5 for a group of wives and relatives of honor guests and Mole members while the Award Dinner, traditionally a stag affair, was in progress. After a dinner party at the Roosevelt Hotel, the ladies saw the musical comedy *Sweethearts* at the Shubert Theatre, later returning to the Roosevelt Grill for supper and dancing to the strains of Guy Lombardo's orchestra. The group included:

Mrs. Harry W. Morrison, Mrs. Thomas Crimmins, Mrs. A. Holmes Crimmins, Mrs. Robert Crimmins, Mrs. Ben Moreell, Mrs. Carlton S. Proctor, Mrs. Jack Macdonald, Mrs. William Hanly, Jr., Mrs. Luther S. Oakes, Mrs. Merton G. Kennedy, Mrs. John B. Bonny, and Mrs. George L. Youmans.

As spokesman for the group, Mrs. Ben Moreell wrote the following appreciative note to President Al Warwick:

"I want you to know how very much we enjoyed Wednesday evening as guests of The Moles. Your program for the ladies was perfect. The musical comedy *Sweethearts* was most entertaining and Guy Lombardo and his Royal Canadians were the right climax to an evening of fine entertainment."

(Signed) CLARA K. MOREELL



MOLES' LADIES dine at Roosevelt Hotel as prelude to attending musical comedy "Sweethearts" at Shubert Theatre. Group of twelve wives and relatives of members and honor guests includes (starting at lower left corner and continuing clockwise): Mrs. Carlton S. Proctor, Mrs. John Bonny, Mrs. Jack Macdonald (white hat), Mrs. Merton G. Kennedy, Mrs. George L. Youmans, Mrs. Robert Crimmins, Mrs. Holmes Crimmins, Mrs. William W. Hanly, Jr., Mrs. Thomas Crimmins (only top of head showing), Mrs. Luther Oakes, Mrs. Ben Moreell, Mrs. Harry W. Morrison.

among our guests and the organizations that many of them represent, and in our own membership, the very leadership that the nation so sorely needs. We should organize that leadership to influence national policy and, particularly, labor-management legislation.

"From the least to the most important man in design or construction, we succeed in direct proportion to our ability to work as a team with labor. And from that teamwork we have learned that

American labor is fundamentally America. Labor leadership must of course be purged of its communism and other alien ideologies and the flagrant abuses encouraged by the Wagner Act must be quickly corrected. But in these necessary corrections let's be sure that we do not endanger the very principles that we fought a war for: the rights of the individual in a free economy."

Col. Proctor then called upon Admiral Ben Moreell, Mole honorary member



AMONG HONOR GUESTS at table on dias are (left to right): MILES I. KILLMER, Mason & Hanger Co.; CHARLES H. SELLS, superintendent, New York State Department of Public Works; WILLIAM W. HANLY, JR., Hanly Co., Moles secretary; and THOMAS J. WALSH, president, Walsh Construction Co.

and Award winner in 1943, to present the non-member Award to Harry W. Morrison. After sketching Mr. Morrison's career from water-boy with Bates & Rogers Construction Corp., of Chicago, to president and general manager of Morrison-Knudsen Co., "one of the most successful firms in construction history," Admiral Moreell said:

"It was Harry who conceived the idea and 'spark-plugged' the combination of great construction firms, under the name of Six Companies, Inc., for the building of Boulder Dam. That innovation established the pattern for successful combinations of outstanding contractors, who together have built many of the great projects of the West, and who rendered such brilliant service to our country during the recent war. Today Morrison-Knudsen is working in Hawaii, in China, in the Western Pacific, in Alaska, in Mexico, in Canada, Brazil, Afghanistan, Saudi-Arabia and in practically all parts of the United States. From their central headquarters in Boise, Idaho, and their branch offices in San Francisco, Seattle, New York and in foreign fields,

orders are issued for work on the construction of dams, railroads, power plants, irrigation systems, industrial buildings, logging and strip-mining operations.

"Over all there is cast the far-seeing and understanding eye of Harry Morrison. He has the faculty of transmitting to his associates and to his employes down to the last man his own understanding characteristics of loyalty to the job and devotion to the objectives of 'good work, done on time and economically.' To no other man could there be more appropriately applied the appellation 'human spark-plug.' But combined with this concentration of material accomplishment, there is a deep interest in the welfare of his employes. He thus instills in them a spirited morale which is outstanding in the industry.

"In the piping times of peace one war project alone which his company sponsored as a part of the great program of the Pacific Naval Base Contractors would have been regarded as one of the wonders of the world. In the hustle and bustle of war activities, it went largely

Guests Make Long Trips to Attend Award Dinner

Long trips were made by a number of construction men to be present as honor guests at The Moles' Award Dinner at the Roosevelt Hotel, Feb. 5. In addition to Harry W. Morrison, non-member Award winner, who journeyed from Boise, Idaho, other long-distance travelers, and their points of departure, were:

Walter F. Dillingham, Hawaiian Dredging Co., Honolulu; Merton G. Kennedy, Morrison-Knudsen Co., Rio de Janeiro, Brazil; John B. Bonny, Morrison-Knudsen Co., Boise, Idaho; Luther S. Oakes, Winston Bros. Co., Minneapolis, Minn.; L. S. Corey, Utah Construction Co., San Francisco, Calif.; Paul Grafe, Grafe-Callahan Construction Co., Los Angeles, Calif.; Thomas J. Walsh, Walsh Construction Co., Davenport, Ia.

unnoticed. I refer to the great project for the storage of liquid fuels in Hawaii, a project which provided a reserve supply for our fleets of 6,000,000 bbl. of fuel and diesel oil in vaults carved out of solid rock in the interior of a mountain, safe from bombing of any kind.

"His work in connection with the Atomic Energy Plant at Hanford, Wash., has received little notice, but, in fact, constituted a major contribution to the winning of the war.

"If I were to summarize Harry Morrison, I would say that in character, in ability, in energy, in imagination, and in consideration for his fellow man, he is of the nobility—he has, in truth, the master's touch. He will leave to his everlasting memory great monuments in the form of gigantic works useful to man-

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PRESENTATION OF BRONZE PLAQUES is made by CARLTON S. PROCTOR, Award Committee Chairman, and ALFRED N. WARWICK, Moles president. In group, left to right, are ADMIRAL BEN MOREELL, who introduced non-member Award winner Morrison, MR. MORRISON, CARLTON PROCTOR, PRESIDENT WARWICK, COL. THOMAS CRIMMINS, member Award winner, and J. RICH STEERS, JR., who introduced Col. Crimmings.

Award Dinner

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kind, but, more important, he will leave a precious heritage in the character he has built into his men, character which will be passed on from generation to generation to the benefit of his country and of the world, through the ages to come.

"You are all familiar with the Marine hymn:

If the Army and the Navy

Ever gaze on Heaven's scenes,

They will find the streets are guarded

By United States Marines.

And there, too, will be Harry, with Ann at his side, impatiently directing the construction of a great water storage dam and distribution system to bring relief *at the earliest possible moment* to his countless friends and associates, sizzling down below. In such manner have his eager mind and hands already brought relief to a world in need."

Morrison Accepts Award

Harry W. Morrison's speech accepting the non-member Award follows, in condensed form:

"There is a very human temptation to accept this high Award and great honor as a personal tribute. Yet, in all honesty, I would be guilty of extreme presumption if I harbored such a feeling. Since our organization was established some 35 years ago many eager young men have courageously pitted their strength against seemingly impossible odds and have won out in spite of grave natural hazards. Many of these men, no longer young in years, now occupy key positions in our company and are, in turn, sending out a new crop of hard-hitting youngsters to tame rivers, drive tunnels and build dams. It is because of these men — all young in spirit — who call up reserves of strength and resourcefulness in the face of emergencies and whose one thought is to do the job and do it well, that our organization is honored here tonight. You will understand, I am sure, my eagerness to act as their spokesman. With deepest personal appreciation, but in their name, I accept this honor.

"The extent of accomplishment in modern industry is in ratio to the success achieved in integrating the various components thereof. I feel that we, of Morrison-Knudsen, have been particularly fortunate in the associations we have enjoyed with outstanding men of our industry. It has been our privilege, to a greater degree, perhaps, than most, to join forces with many fine, capable constructors throughout the nation. From these valued associations we receive constant inspiration and continued responsibility and incentive to strive to merit the confidence expressed and implied by our partners, both direct and indirect.

"I say 'indirect,' because ours is a strangely dependent industry. We must have many indirect partners to carry on construction operations successfully. The bankers who assist us in financing our projects, the surety companies who underwrite the necessary bonds, and the almost endless roster of producers and suppliers of cement, steel, cable, explosives and heavy equipment cannot be overlooked. They are our partners just as surely as participating joint venturers, because they make our problems their problems. The role played by these valued associates is often overlooked in the appraisal of accomplishment, and their invaluable aid is too often taken for granted.

Frontiers Not Lacking

"Builders are pioneers, and pioneers must take upon themselves great and inescapable responsibilities. Theirs is the duty to build highways and railroads



PAST-PRESIDENT JACK MACDONALD, (left) Walsh Construction Co., chats with Moles' Sergeant-at-Arms EDWARD J. MAHONEY and B. O. BACH, Bethlehem Steel Co.

into the far horizons, to drive tunnels and harness rivers, and to thrust forward into the wilderness to prepare new lands for the people that follow.

Not infrequently we are apt to hear a familiar note of despair sounded by defeated or visionless men. 'There are no new frontiers,' they say. 'We are static. The end of an era has come. Our future lies behind us.' I am proud to say that this spirit of hopelessness is rarely found within our industry. We know that we shall always be hard-pressed to reach the new frontiers which men of vision will always discover. We know that we can never let up in our search for new methods and new equipment to translate the dreams and plans of the drawing board into reality.

"We must recognize that the construction industry today is inextricably geared to modern engineering science and undertakings of vastly expanded scale and complexity. Such a pattern often requires augmenting and pooling of the financial,

management, equipment and personnel resources of several individual companies. Under such circumstances, the normally close personal contact between management and worker, so highly prized, is often no longer possible. Yet proper recognition and nurturing of this relationship must be continued.

"The greatest understanding, good will and cooperation between management and labor, finance and commerce, and between governments and peoples will be necessary to enable us to integrate construction's advances into our peacetime economy. The long tradition of accomplishment within the construction industry, our resourcefulness and our readiness to adopt new methods, should enable us to contribute much to this all-important change-over in our industrial and economic life. Here again is a new frontier, and now again the call for pioneers is heard."

Steers Introduces Crimmins

J. Rich Steers, Mole vice-president, delivering the address introducing Thomas Crimmins, winner of The Moles member Award, said:

"Started 99 years ago by Tom's grandfather, the Crimmins company has been building the foundations of New York continuously ever since. Tom went into the business in 1900 immediately after his graduation from Harvard and took over the business in 1904. He has concentrated on difficult foundation problems of all types, in rock and earth, including pneumatic caissons, deep sheet-pile cofferdams and shoring under the toughest conditions in downtown and midtown Manhattan. He has also done a great quantity of trolley track and subway track installations.

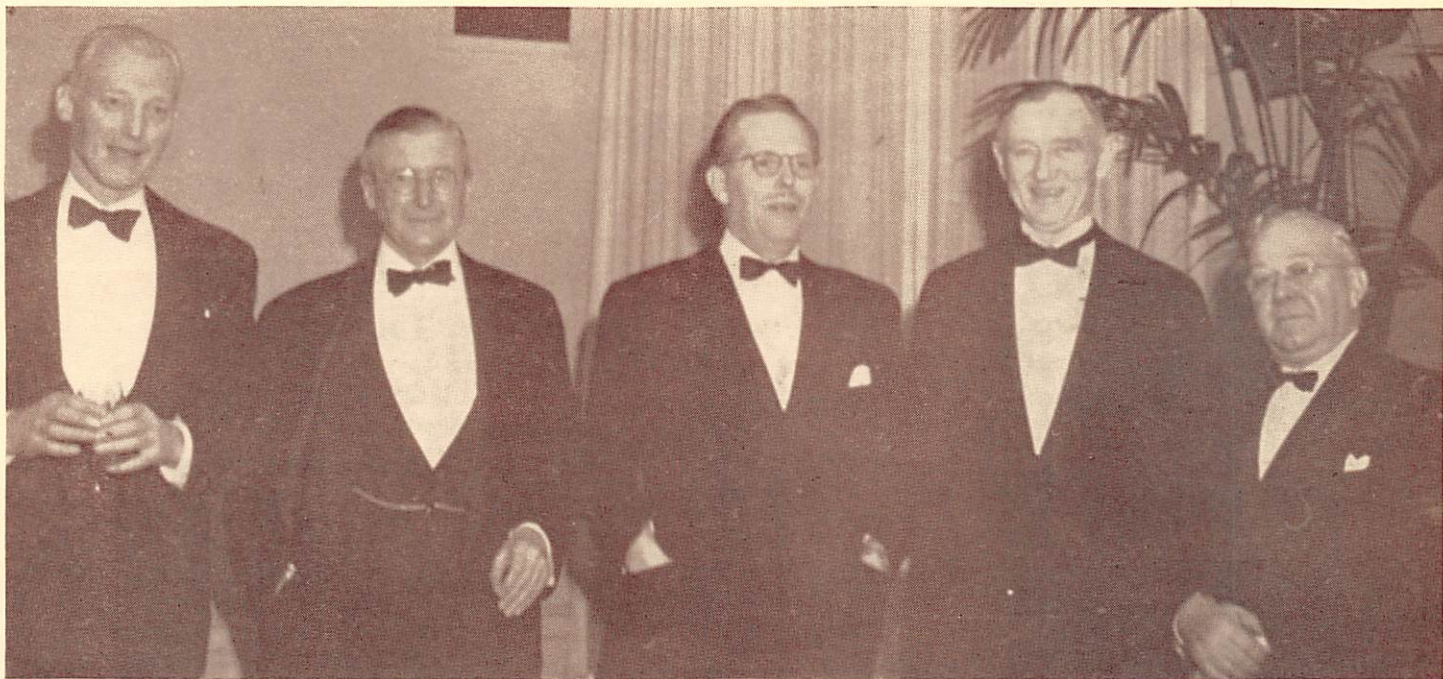
"In the first World War he served with the 102nd Engineers. He received a citation and ended the war with the rank of colonel and commanding officer of his regiment. Then he promptly returned to the rock problems of Manhattan.

"Among his important jobs were the Ritz-Carlton Hotel, in New York City, which was one of the early deep foundations in rock. Probably his most hazardous undertaking was the construction of loop track No. 200 in the Grand Central Station which was built under the main operating ladder track, with the station in full operation, and was completed without an interruption. The Farmers Loan & Trust Co. building, which was one of the biggest of his foundation jobs, required a deep steel sheetpile cofferdam and entailed a large amount of rock that had to be blasted out to a depth of 75 ft., well below the cellars of surrounding buildings which were supported on pneumatic caissons.

"Another difficult job was the siphons on the Catskill Aqueduct. All the contractors on the aqueduct were having trouble

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Construction Personalities at Award Dinner

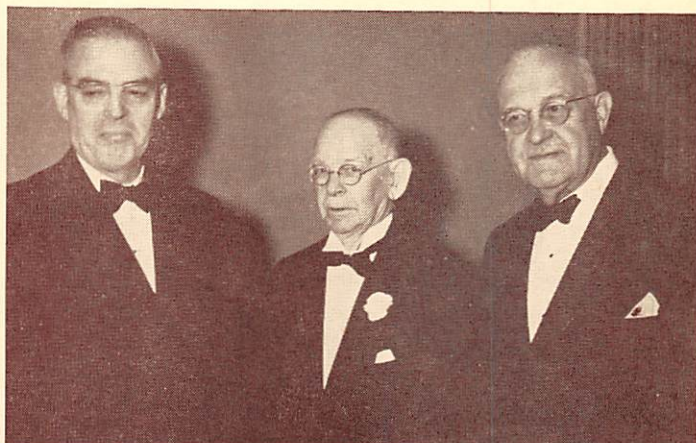


MOLES MEMBERS ready to take places at head table include, left to right: J. RICH STEERS, JR., president, J. Rich Steers, Inc.; COL. THOMAS CRIMMINS, member Award winner and president, Thomas Crimmins Contracting Co.;

COL. CARLTON S. PROCTOR, Award Committee Chairman and member of firm, Moran, Proctor, Freeman & Mueser; CHARLES B. SPENCER, Spencer, White & Prentis, Inc. and Mole vice-president; ALEX M. STAGG, A. M. Stagg Lumber Co. and Mole founder member.



CHARLES H. SELLS, superintendent, New York State Department of Public Works; GEORGE L. YOUMANS, Morrison-Knudsen Co.; THOMAS J. WALSH, Walsh Construction Co.



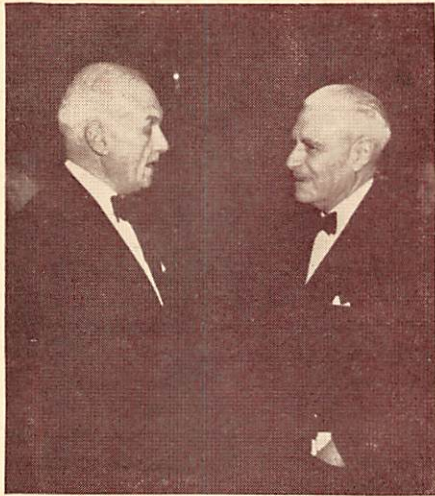
COL. WILLIAM N. CAREY, secretary, American Society of Civil Engineers; OSCAR W. SWENSON, Foley Brothers, Inc., 1946 Mole Award Winner; LUTHER S. OAKES, Winston Brothers Co.



R. V. HYLAND, Madigan-Hyland; GENERAL THOMAS F. FARRELL, chief engineer, N. Y. State Dep't. of Public Works; GENERAL CHARLES P. GROSS, chairman, N. Y. Board of Transportation.



CHARLES E. TROUT, Great Lakes Dredge & Dock Co.; RAY N. SPOONER, Allen N. Spooner & Son, past-president of The Moles; HOWARD L. KING, Mason & Hanger Co.



WALTER F. DILLINGHAM, left, honor guest and head of Hawaiian Dredging Co., converses with HARRY W. MORRISON.

Award Dinner

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with the forms for the concrete lining, and the Crimmins outfit was no exception. Their forms had been designed by some so-called 'expert,' but gave a great deal of trouble. Tom ordered Benedict and Vollmer, his engineers, to take the forms out and burn them. Benedict protested that they cost a lot of money, but Tom said: 'Burn the damn things up and let's design some good ones.' During the winter, they developed forms which were entirely satisfactory and were copied by all the other contractors on the aqueduct.

"An interesting sideline in the early days was the development of the so-called 'battleship buckets' in cooperation with Tom and my uncle, Henry Steers. Tom wanted them to fit his 3-horse trucks and Henry Steers wanted them rigged so that they could be dumped like a clamshell bucket when picked up by a derrick. Through their combined ingenuity and a good bit of trial and error they achieved both results. The old battleship buckets, incidentally, were used to good advantage in mucking out the large ship-building drydocks in the Brooklyn Navy Yard.

"Aside from the many jobs he has completed in the New York area and which I have just highlighted for you, Tom's outstanding contribution to the heavy construction industry has been in the field of labor relations. Those of us who have worked on committees negotiating contracts with the various unions and tried to settle disputes when they arose, have always leaned heavily on Tom's advice and counsel. No man commands as much respect and confidence from the labor leaders with whom we deal, and I feel sure that you will all agree with me when I say that it is largely due to his efforts and influence that

we, in the heavy construction industry, enjoy as stable and practical labor conditions as we do."

Crimmins Gets Member Award

Col. Thomas Crimmins, in accepting the member Award said: "Belonging to a family of contractors that have for 98 years never moved either their homes or their offices much over a half-mile from where the business was started, I had the early opportunity to meet many of the prominent architects, engineers, contractors and builders of their time. And as my boyhood playgrounds were around the old firm's stables, workshops and jobs, my best friends and teachers were men employed by them.

"The year I started with my uncle the first subway was being built, and as we were engaged by some of the public utilities companies to relocate and extend gas mains, car tracks and electric ducts along the subway route, I came in contact with the contractors and engineers connected with this project. Among them I made many lasting friendships.

"The very purpose of The Moles, as set forth in its by-laws, was early instilled, and also encouraged, in me by my father and my uncle. Any success that I have had in my 46 years in the construction industry, has been entirely due to the help I received from men in this industry and from my loyal associates.

Labor-Management Accord

"Carlton Proctor has sounded the call to us here tonight to take an active part in the peace-time readjustment of our industry. We have in our membership men that design, direct and carry out the heavy engineering-construction works in this locality and elsewhere. We do not need any outside assistance to guide us in labor-management problems, or any other problems of our industry. Tonight I am glad to report progress in the negotiations of agreements between the con-

Mole Member Deaths

Holing Through reports, with sorrow, the deaths of the following members of The Moles:

FRED W. STIEFEL, Stiefel Construction Corp., died July 25, 1946.

CHARLES SCOTT LANDERS, consulting engineer, died July 27, 1946.

WILFRED M. WALSH, Wilfred M. Walsh Drilling Co., died Dec. 6, 1946.

JOSEPH H. DIXEY, Joseph H. Dixey Corp., died Jan. 26, 1947.

EDGAR W. HUBBARD, Hubbard & Floyd, Inc., died Feb. 20, 1947.

tractors of this city and the labor organizations representing the workers. Almost daily for the last month meetings have been held among the various groups of contractors and with the labor representatives. The approach of the contractors has been unselfish, many accepting conditions that will be burdensome for them in the interest of the industry as a whole.

"Labor, with but a few exceptions, has shown a desire and a willingness to go along. I sincerely hope that, when the new agreements are signed, there will be set up a council of labor and management that will be active in governing the heavy engineering-construction industry's problems.

"Also, it may be well for designers to give careful consideration to the labor conditions in any particular territory, so that alternate designs for structures may be available when there exists in any trade a shortage of men willing to perform a proper day's work under the same conditions as the rest of the trades employed."



LINED UP in order to enter banquet hall are (left to right): MERTON G. KENNEDY, Morrison-Knudsen Co.; R. C. WILSON, Turner Construction Co.; L. S. COREY, Utah Construction Co.; ADMIRAL BEN MOREELL, Turner Construction Co.; HARRY W. MORRISON, non-member Award winner; and ALFRED N. WARWICK, president of The Moles.