

HOLING THROUGH

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

An Organization of Tunnel and Heavy Construction Men

APRIL, 1954

Here's the Score for Fifty-Four:

That dapper man in the column due east of here heads a vigorous group of nominees for 1954 officerships in The Moles, up for confirmation by ballot at the annual business dinner-meeting on May 5 at the Hotel Roosevelt.

He is, of course, George F. Ferris of Raymond Concrete Pile, the nominating committee's choice for president. The rest of the slate is: A. Holmes Crimmins of Thomas Crimmins Contracting Company, first V-P; Thomas J. Walsh, Jr. of guess-what construction company, second veep; James B. Martin of General Contractors as sergeant-at-arms; Harry T. Immerman of Spencer, White & Prentis as secretary; Edward J. Johnson of Arthur A. Johnson Corporation, treasurer

And these four trustees: Howard A. Collins of his own company; Mansell L. MacLean of MacLean-Grove & Company; Charles Stillman of Linde-Griffith, and R. A. Wetzler of Whitehall Cement.

Although there is not likely to be any fireworks in the form of the nomination of rivals for these official nominees, there will be plenty of the "works" such as always mark the big doings of Moles, with good fellowship as the prime order of the evening, according to Harry Hush, who's in charge of "hospitality and entertainment."



There'll be the usual free-drinks fellowship hour before dinner, then the dinner itself and the necessary business doings (brief)—election and committee reports — followed by entertainment in the Hush (not to say hush-hush) tradition.

Hidden Talent

The other Saturday evening Edmund A. Prentis, much-honored Mole and equally honored son of Columbia University, took part in the WNBC television program, "New York Album," sponsored by Columbia University Press. Scores of friends who happened to catch the program were impressed by his very effective "TV presence"—but he'd been so modest about it that nobody in the Spencer, White & Prentis office even knew about the show, in advance!

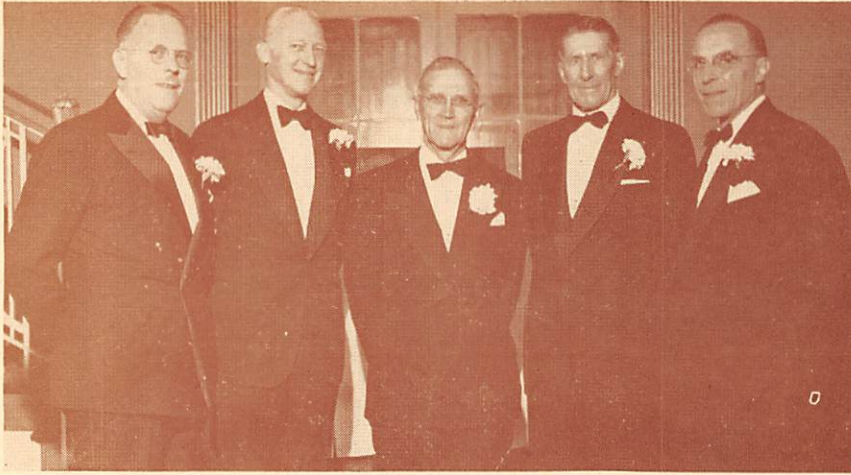
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THREE NEW ONES

Three men were elected to membership at the November meeting: Col. Alfred H. Davidson, Jr. and Col. Benjamin B. Talley, both of the Army Corps of Engineers, in New York; and John W. Stang of the same-named corporation, of Bell, Calif.



HOW MANY of these 13 new members, pictured at Nov. 4 meeting, can you identify? (The names are listed on an inside page.)



FOURTEENTH PAIR to win the annual Moles Awards were the two tall fellows in this quintet snapped at the Waldorf-Astoria on Feb. 3: J. Rich Steers and Glenway W. Maxon (second and fourth in the line).

William Durkin, chairman of the Awards committee, is shown in the exact center, with the respective "presenters" — Carlton S. Proctor of Moran, Proctor, Mueser and Rutledge, and Lester C. Rogers of the Bates & Rogers Construction Corporation of Chicago, at either end.

The award to Steers, who is president of J. Rich Steers, Inc., was made in special recognition of "his enterprise and engineering skill at home and abroad, notably in the fields of harbor, airfield and rail construction."

Maxon, president of the Maxon Construction Company of Dayton, O., was cited for "his ability, leadership and accomplishments, notably in the fields of public service, atomic energy and lock and dam construction."

Rear Admiral John R. Perry, chief of the Navy's Bureau of Yards and Docks, was the principal speaker at the banquet — which was attended by 1100 men.

CHECK!

A new membership roster is about to go to the printer.

Any corrections or changes in affiliation or address should be sent in promptly to Miss Lizotte in The Moles office — LONgacre 3-3444.

NEW MEMBERS

Here's the "left-to-right" for the New Members group picture on Page One: (top row) William B. Scheckel, Clayton G. O'Connell, Vincent J. Leary, Lee F. Giblin, H. George Decanq, G. Lloyd Comfort, Robert J. Dunlap. (Bottom row) Edgar P. Snow, Robert W. Sawyer, George O. Stiles, William M. Sheehan, J. S. Sides, Weldon S. Booth.

RAY FOR RAY

Ray Newhall Spooner was elected president of Allen N. Spooner & Son, Inc. effective January 1, 1954, succeeding his brother John, who has retired from active service.

SPANISH VENTURE

A goodly number of Moles will be involved in the \$150 million project of building air and naval bases in Spain under U. S. Navy direction. Raymond Concrete Pile and Walsh Construction, along with Brown & Root, Inc., of Houston, Tex., have been named as joint contractors by the Bureau of Yards and Docks.

FLORIDA OUTPOST

The Moles office hears quite regularly from Alex Stagg, who's doing a lot of tax work in semi-retirement at Delray Beach, Fla. He keeps us informed on much of the "Molecular traffic" into and out of those sun-drenched environs.

Moles Give Push To Atom-Age Sub

Moles have played a "heavy roll" in the creation of the second of Uncle Sam's atomic-powered submarines — the "Sea Wolf," now being assembled near Schenectady.

Bob White and Dan Barrows of Spencer, White & Prentis were in charge of a 20-man force which did the job of moving a prototype of the sub's engine room and reactor section inside an almost unbelievably big sphere—a perfect orb 225 feet in diameter, of one-inch steel plate — in which it will be tested.

The prototype section weighed 1300 tons, and it was nudged the required 222 feet on a series of two-inch steel rollers, with hydraulic jacks powered by gasoline-engine pumps providing the push.

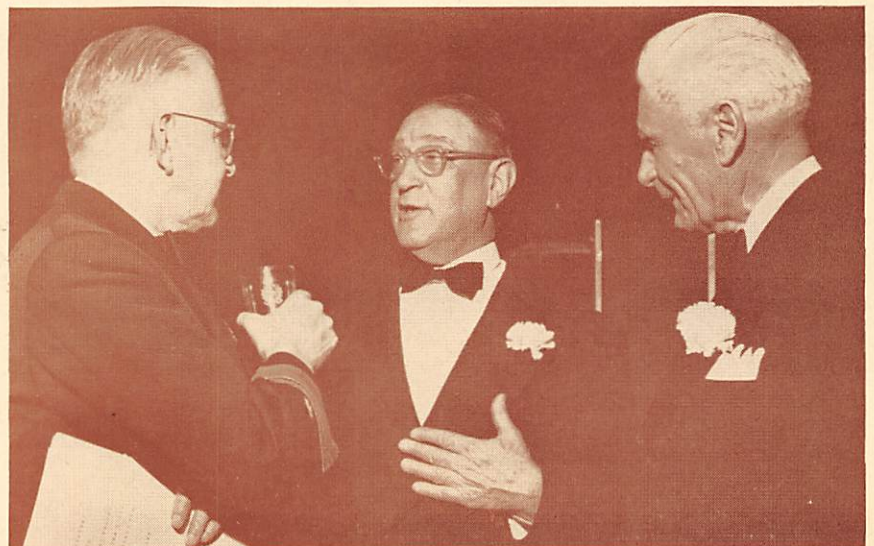
The whole purpose of the sphere is to isolate any destructive effects of the experimentation the sub will undergo before launching. The sphere, in effect, makes "a 100-square-mile desert" in the Schenectady satellite community of West Newton, N. Y.

The S-W-P crew worked five weeks getting ready for the move, which took only seven hours once they started. C. B. Spencer was on hand for the "finals."

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A THANK-YOU

The Moles office asks us to express deep thanks to the many Moles who responded to the letter of January 5 concerning the returning of tickets for the Award Dinner.



ADMIRAL BEN MOREELL explains a point to Rear Admiral Perry and Harry Morrison at the Award Dinner.

THESE GOOD FELLOWS GOT TOGETHER!



Twenty-five of the charter members of The Moles were on hand for the Nov. 4 meeting and posed for this group photo. Left to right, front row: Edward J. Ryan, Alex M. Stagg, Albert V. Sielke, Alfred N. Warwick, John S. Macdonald.

Second row: Ralph R. Buscell, H. Austin Van Name, Charles A. Abeles, President Richard E. Dougherty, Theo-

dore M. Avery, Edward J. Mahoney, John A. Lambert.

Third row: Bruno P. de Sisti, George F. Bohanan, Peter F. Connolly, Miles I. Killmer, Herbert Giles.

Fourth row: Alexander Lyle, Ray N. Spooner, Frank E. Cudworth, Benjamin H. Ellis, Richard M. Johnsen, William W. Hanly, Jr., John C. MacElroy, Robert S. Mayo, Michael J. Morris.

TRIBUTE TO JACK MACDONALD

By RALPH W. ATWATER

Jack Macdonald's personal life and his business experience were so thoroughly interwoven with the lives of the members of The Moles that his death on December 31, 1953 was a personal loss to each of us.

Jack was a charter member, having been elected at a meeting at the Great Northern Hotel on September 20, 1937. He gave our newly formed association much aid and prestige during those early days by constant attendance at the meetings, giving frequent talks on construction and supporting our early clambakes and dinners.

He was the spontaneous and unanimous choice for our first Member Award, and the citation on the award parchment presented to him specifically mentioned the construction of the Queens-Midtown Tunnel, perhaps his most notable achievement.

None of us will ever forget Jack's setting out in a rowboat in the partially flooded tunnel to survey the damage following the disastrous fire which occurred while the tunnel was under construction. This was an example of the raw courage, determination and devotion to duty which was typical of Jack, whether working or playing, throughout his life.

Jack was president of The Moles from February 3, 1943 to November 1, 1944, and was chairman of the Awards committee the year Jim Salmon was president — 1950.

Jack had but one fault and that fault was a virtue — his generosity — even though he was a Scotsman. He gave freely of his services and money whenever a friend requested or a worthy cause presented itself.

(Continued on Page 4)



RUGE



WITULSKI



GLICK



MAGUIRE

ARTHUR J. RUGE, vice president of Foley Brothers, Inc. of Pleasantville and a Mole since 1943, died Dec. 23, 1953. He had been with Foley since 1919 as construction manager. He was engineer of the committee which developed ways and means to construct three large dry docks and appurtenances at the Philadelphia and Norfolk Navy Yards in less than half the time previously required. Recent projects under his direction were a smelter at Ajo, Arizona, and an ore-loading station in Chile.

HENRY S. WITULSKI, 59, a charter Mole with 35 years of experience in the heavy construction industry, died October 29, 1953. A veteran of World War I, he studied at the U.S. Marine Engineering School and at New York University. For most of the last 11 years he had been with Sanderson & Porter, and had many credits for unusual achievements in creative engineering design. His home was in Brooklyn.

GEORGE WASHINGTON GLICK II, 59, who had been associated with the design and supervision of foundations for many of the nation's most famous bridges, died February 21, 1954. He was born in Kansas but was graduated with a C.E. degree from Princeton in 1916, and had been with Moran, Proctor, Mueser & Rutledge ever since August, 1926. Among projects with which he was identified are: Golden Gate and Oakland Bay bridges, Triborough bridge, Huey P. Long bridge over the Mississippi, Chesapeake Bay bridge.

CHARLES A. MAGUIRE, 66, founder and senior partner of one of the largest engineering firms in the Northeast, died March 24 in Providence, R.I. Among major works on which the Charles A. Maguire & Associates firm did planning and designing were the Mystic river bridge from Boston to Chelsea and the \$25,000,000 air base which became the nucleus for the Quonset Naval Air Station. He attended Holy Cross college and Massachusetts Institute of Technology.

TO JACK MACDONALD -- continued

Jack was never known to say an unkind word about any one of his fellow men, and he always greeted everyone with that smile which was the Macdonald hallmark. No situation ever arose that he was not able to analyze calmly and think through to the proper conclusion.

From a frail child Jack, by constant exercise and calisthenics, developed his body to an extent that he was able to give a good account of himself under all circumstances.

Born at Somerville, Mass. and educated in the Somerville schools, Jack was a graduate of Dartmouth College and the Thayer School of Engineering.

He spent his entire construction career with Patrick McGovern, Inc. and the Walsh Construction Company, with the single exception during 1936 when he did a difficult subaqueous job at Detroit for Ford in partnership with Peter Connolly.

While the heavy construction contracts for which Jack was responsible are too numerous to list, it is for his qualities as a man, as a friend, as the quiet but determined driving power on the job, as one of the boys out on a party or at the races and as the

fellow with the quick smile and ready story that he will be remembered.

Jack will be missed by The Moles—as he will be missed by all who knew him.



JACK MACDONALD

Honest Senhor

Edward G. ("Ned") Johnson, Moles treasurer, recently figured in a "conscience-money" human-interest story that was good for two-thirds of a column in *The Times*.

From one Manual Goncalo, in a small Portuguese town near Oporto, came a 100-escudo banknote with a letter to the Arthur A. Johnson Corporation in which Manual said he'd been overpaid by one day (about \$4) when he worked for Johnson 'way back in 1925 or 1926 and wanted to "repay his debt."

Ned could find neither record nor memory of a Senhor Goncalo's employment (the job presumably was digging a ten-block section of the IND subway under Central Park West) so sent back the 100-escudo note with "appreciation of your great honesty" and an observation that "such honesty makes the world a fit place in which to live."