

# HOLING THROUGH

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

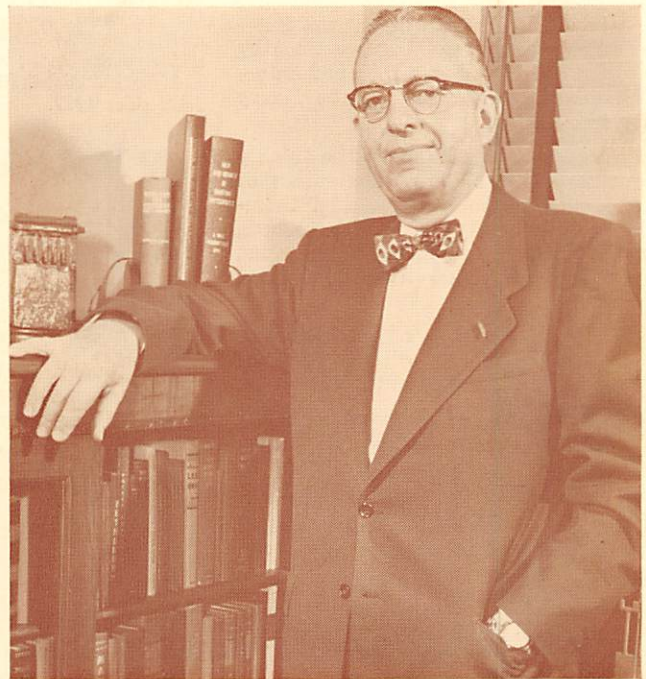
An Organization of Tunnel and Heavy Construction Men

NOVEMBER, 1954

## JANSEN, WALSH WIN THE BIG 'A'



WALSH



JANSEN

*Moles*

Two men who have been with the concerns they now head all of their respective working careers will join the Great Gallery of Moles Awards winners come next February 2 at the Award Dinner.

The heavy construction industry's most distinguished honor roll will be enriched then by the names of Carl B. Jansen and Thomas J. Walsh, respectively the non-member and member honorees for 1955, and the fifteenth annual pair. Chairman Edward G. Johnson of the award committee is making the announcement at tonight's Members Dinner.

Now for a little closer look at our two upcoming Hall-of-Famers:

### THOMAS J. WALSH

"Big, jovial Tom Walsh is more than popular in the construction fraternity — he is honored and respected as well." So wrote a contemporary of the man tapped for this year's Member Award, and that appraisal has been confirmed and underscored by his fellow-Moles.

Since 1946 he has been chairman of the board of Walsh Construction Company, one of the nation's largest

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### CARL B. JANSEN

Our non-member recipient this year is a native of New York state, but once he'd got grown up and educated he chose Pittsburgh as a home base and has never changed, though the notable projects in which he has played leading roles have taken him well out into the field often enough.

Carl B. Jansen, president of the Dravo Corporation, is an outstanding executive and construction man. He was

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# Clambake Makes A Hit -- As Usual

Things were very much as usual on Travers Island, N. Y. the afternoon of Wednesday, August 18, 1954 . . . and this was very much to the liking of some 400 Moles and their friends, because:

It meant that the traditional "Moles weather," than which nobody can ask for nicer, was on tap for the annual Clambake; that be-visored guys were tossing eggs, pitching golf balls, driving spikes and drinking beer all over the Island; that the Moles softballers were again walloping the Department of Public Works (that same big catcher of ours hit a home run, too—another practically annual custom) by about 12 to 1; and that food and entertainment flowed freely in the Harry Hush tradition.

Because things happened so thickly and rapidly it's likely the names of the fellows who distinguished themselves athletically may not have been noted firmly by all hands at the time, so we'll give a rundown on the winners here:

The golf pitching competition was won by J. Dooley, with L. Shanks second and M. T. Dillon third.

Egg tossing — first prize to the team of J. Meyers and Morris Sloan; second, T. M. Maccarrone and W. Norwin.

Darts — won by F. Andrews, with F. Morris and Bob Sanders as two and three.

Horseshoe pitching honors went to C. Krause, R. Jeans and John J. Roberto, in that order.

Spike-driving was won by J. Ward, with L. O'Neil and C. Fiske runners-up.

And the new "Ring Game" developed by the Ed Goods, Sr. and Jr., yielded top honors to Reggy Canning, with Paul Flux second and Bill Karl third.

Winners of the five elegant door prizes given out under the Big Tent as opening feature of the after-dinner entertainment were: Dale L. Barber, a two-suiter and companion piece; Fred J. Driscoll, a two-suiter; D. Canale, a carving set; DeWitt Josephson, a radio-clock, and V. Degilio, a tool kit.

As implied above, Harry J. Hush again was general chairman for the whole shebang, and his chief lieutenants were C. W. Garrison and Robert C. Johnston. Ted Avery and Dinty Moore, as usual, master-minded the softballers; Fred C. Schlemmer ran the dart game, Cy Comfort bossed the spike drivers, George Walker kept tabs on the horseshoe pitching and



THIS HANDSOME vessel, a 1050-horsepower diesel-powered tug recently purchased by the James Hughes, Inc. organization from the Panama Canal Commission, has been named the "Frank W. Barnes" in honor of the Moleman who won the 1943 member Award. The citation on that occasion said he was honored "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." He has been with Merritt-Chapman & Scott since 1937.

## PERSONALS

John W. Fawcett of the Baldwin-Lima-Hamilton corporation has been pretty seriously under the weather for some six months. He's at Montclair (N. J.) Hospital.

\* \* \*

Ted Avery, a Charter Mole, has spent a couple of weeks in the hospital lately. No surgery.

\* \* \*

James E. Gibbons, a charter Mole who is with American Surety Company of New York, has been really seeing the world, but good. He's touched base in Australia, New Zealand, Thailand, India, China, Honolulu, Spain and Greece — and in New Zealand he met up with fellow-Mole Walter Hammer, who's working on a big project there.

\* \* \*

Howard P. Maxton of the DeLong Engineering and Construction Company has moved his residence to Baton Rouge, La.

\* \* \*

Founder Member Alex M. Stagg, living in Florida, had every expectation and hope of coming to town for the November meeting, but had to undergo another operation recently and that changed his plans. He has the good wishes of all the members, most of whom will miss him personally at tonight's meeting.

Jim Tripp clerked the golfers. Gerry Neumann was true to his promise and saw to it that the gigantic egg-toss combat was bigger and messier than ever, thanks to using Duck Eggs!

All the members of both the Moles and D.P.W. ball teams were presented with souvenirs as tokens of the occasion.

## Rogers is Given City Citation

George W. Rogers, Moleman, recently was honored in connection with the 85th anniversary of the founding of the Geo. W. Rogers Construction Company. New York's Mayor, Robert Wagner, presented him with an award of merit "in recognition of the distinguished and outstanding contribution in marine construction and design" made by the company. Our George is son of the founder of the company.

### 'WANTED'

Just because you are a Mole  
Don't keep your light hid in  
a hole.

And even though you don't  
have wings

You must be doing int'risting  
things!

So, send your news to Holing  
Through,

Don't wait until IT comes to  
YOU.

A wedding, birth, big exca-  
vation —

Important job, exhilaration ..

Any old thing that's even  
youse-worthy

Your fellow-Moles may find  
newsworthy.

Call or send to

MOLES OFFICE

11 West 42nd St., N. Y. C.

Longacre 3-3444



OPEN LETTER FROM OUR OWN IRENE:

We all know Irene, the Miss Lizotte who's managed the Moles' office with such affable efficiency for so many years. Most of us know, too, that for a long time our beloved Executive Secretary has been in the hospital, fighting a very stubborn and tiring fever.

We waited to the last minute to get this message from her to the readers of "Holing Through". She asked us to express her heartfelt thanks, as eloquently as possible, for the many, many beautiful flowers, letters, calls and other expressions of sympathy and well-wishes she has had from her friends the Moles. "Everybody has been just wonderful," was her comment as we went to press.

She is showing some improvement, after a very long and very severe siege, and if the sincerity and unanimity of the prayers from Moles can be decisive, she'll be on her way back to us before too long. She's at the Midtown Hospital, 309 East 49th Street, New York.

OPEN LETTER FROM OUR OWN FRIENDS

We all know Irene, the Miss Dittie who's managed the  
most efficient and artistic efficiency for so many years.  
Most of us know her for a long time, our beloved Executive  
Secretary, her face in the hospital, fighting a very tough battle  
and living fever.

We waited to the last minute to get this message from  
her to the readers of "Holding Through". She asked us to express  
our heartfelt thanks, an eloquent and possible, for the many  
many beautiful flowers, letters, cards and other expressions  
of sympathy and well-wishes she has had from her friends the  
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back home before too long. She's at the Midtown Hospital,  
802 East 87th Street, New York.



# Here's How Camera Caught the Clambake:



GOOD EGGS TOSSED BY GOOD EGGS — can you find yourself here?



'OUR GEORGE'



HARRY HUSH and JEAN MARSH



RUTH DAYE — marimbist



THE STARTER GUNS THE SPIKES



'WHERE THE WURZBURGER FLOWS'



## Carl B. Jansen

(Continued)

born at Fonda, N. Y. (on the Mohawk about 38 miles northwest of Albany) in 1900 and 22 years later emerged from Union College at Schenectady with a degree of B.S. in C.E. In 1949 his alma mater gave him another degree, an honorary doctorate of engineering.

He joined Dravo (then called Dravo Contracting Company) as a field engineer right after graduation from college in '22, and worked his way up through all branches of the construction department. He became manager of that department in 1937, though even earlier — in 1934 — he had become a director of the company. In May of 1946 he was named president of Dravo Corporation, embracing five divisions and three subsidiary companies.

Carl has been superintendent in charge of many large and important projects, including the substructures for East Bay Crossing of San Francisco Bay Bridge, Market street bridge and subway, Philadelphia subways, and numerous bridges and dams. He directed construction of a section of the Delaware River Aqueduct.

Under his leadership Dravo has been active in heavy construction throughout the country. During World War II it built the twin shipways at Newport News where some of Uncle Sam's largest aircraft carriers were turned out.

Our newest Honorary Mole long has been interested in contractor association work. He has served as president of the Contractors Association of Western Pennsylvania and as chairman of the labor committee of the Associated General Contractors of America. His strong interest in construction safety has expressed itself in many ways, not the least being Dravo's own safety program, one of the best in the industry.



**William A. Taylor**

William A. Taylor, one of the early members of the Moles, died on Sept. 5, 1954, his 70th birthday. He lived in the Hotel St. George, in Brooklyn. Bill Taylor, a man of generous nature and beloved by all who knew him, started with the construction industry at an early age, was with Foundation Company for 15 years, and for 23 years with Edward Ehrbar, Inc. He joined the Moles on November 16, 1938. A member of a family which was extremely active in the Catholic church, two of his sisters being members of religious orders, he himself was a member of the Friendly Sons of Saint Patrick in New York City.

Carl has found time to be active and effective in many outside activities, too, including the Boy Scouts, the American Society of Chemical Engineers, the Pittsburgh Chamber of Commerce and numerous other organizations in the engineering, fraternal and civic fields. He is a member of the board of trustees of Union College.

## NEXT: MAN-MADE ISLANDS

Moles got far more than their usual share of thrills out of the morning paper (if they got hold of the NY Times) last August 12, because it contained a long and interesting, and well-illustrated, feature story on the series of "islands" the Air Force is building out in the Atlantic Ocean.

Not only were the companies of two of our guys identified as builders of the Islands (Howard Maxton's DeLong Corporation and George Ferris' Raymond Concrete Pile), but the Page One photograph used in The Times was one that our Bob Dodds had made, personally, originally for Engineering News Record, from which most of the information for the story came.

The DeLong Corporation was further credited as the originator of the "Texas Tower," devised for oil well operations in the Gulf of Mexico and the "inspiration" for the new ocean-planted platforms which will form a radar-warning chain along the Continental Shelf between New York and Maine. Some of them will be as much as 125 miles out at sea.

Another "many-Moled" firm — Moran, Proctor, Mueser & Rutledge — supervised the boring contract and is working out the design for the permanent radar platforms.

The story emphasized that there is no suggestion that the platforms will be used as launching platforms for rockets or armament of any kind.

## Thomas J. Walsh

(Continued)

contractors. He had been president of the firm for the 30-year span starting with 1916, when he took over upon the death of his father. It has driven more tunnels than any construction firm in the country.

But it wasn't always that big. When Tom Walsh was graduated from St. Mary's College in Kansas in 1906 and — in another year or so — went to work for his father, Patrick, the firm was less than ten years old and doing mostly railroad work. Tom put in his share of time at the business end of pick and shovel. By 1911 he had been promoted to the superintendency and put in charge of important work in Sharonville, Ohio, doing excavations and bridges for the Big Four railroad.

When he moved into the presidency in 1916 the company was just starting to enlarge and diversify its operations, and under Tom it branched out swiftly into tunnels, dams, general heavy building and real estate development construction.

Tom was born in 1886 in Davenport, Iowa, which still calls itself the home of Walsh Construction Company, though the company's general offices are in New York City, with district offices in San Francisco and Toronto, Canada. His original ambition was to be a baseball player, and in 1907 he caught for the Chicago Cubs, but his father needed him in the business and he forsook the diamond.

Even a partial recital of the noteworthy construction projects for which the Walsh company has been and is responsible gives undeniable testimony of the outstanding position it has attained: It drove the Queens-Midtown tunnel in New York; currently is completing some 26 miles of tunnels under the Catskill Mountains to bring additional water to New York; is now completing its fourth tunnel job for the Pacific Gas & Electric Company in northern California; handled the elevation of the New York Central tracks through Syracuse, N. Y., the Harlem River bridge in New York City, the C & O Relocation south of Columbus, Ohio; Trinidad Army Air Base; Fairless Works plant for U.S. Steel at Morrisville, Pa.

The company also was part of a combination building the first Grand Coulee dam, was one of four contractors in construction of the United Nations secretariat building, joined with two other companies in building French air bases for the U.S. Army Air Corps, and is now working on the Spanish air bases.

Tom Walsh, an accomplisher and a firm believer in developing executives for his company from within his own organization, is honored by all who know him, in or out of the construction industry.